

THE ATOM

Los Alamos Scientific Laboratory

May 18, 1964

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THE NEXT TWENTY YEARS

A SPECIAL REPORT ON THE COMPREHENSIVE PLAN FOR LOS ALAMOS COUNTY



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Volume 1 Special Issue

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Editor: David Sundberg

Photography: Bill Regan and Bill Jack Rodgers

Contributors: Members of the PUB staff

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ON THE COVERS: Busy, crowded Diamond Drive,
life-line of Los Alamos, was one of the
key features in the future planning for the community.
Front cover photography by Bill Jack Rodgers;
back cover by Bill Regan.

THE NEXT TWENTY YEARS

a special report on the Comprehensive Plan for Los Alamos County

The Los Alamos Planning Commission now has before it the final Comprehensive Plan and prototype zoning ordinance proposed for Los Alamos by the planning consultant firm of Leo A. Daly Company.

Early in June, the Planning Commission expects to begin public hearings, first on the zoning ordinance because of its urgency, and later on the Comprehensive Plan. Ultimately the package will be submitted, along with recommendations for adoption, to the Board of County Commissioners. Before the Commissioners pass a resolution for adoption of either plan or ordinance, at least one more public hearing on each will be held to permit Los Alamos residents to express their opinions on the final proposals.

As the Daly Company explains it, a Comprehensive Plan is designed to "protect the existing and insure the future economic and physical health and general welfare of the entire community" and provides for "the coordinated development of all elements of the community to create a more satisfying and efficient environment in which people may live, work and play."

"Since planning problems are interrelated, they must be considered

on a comprehensive basis including all the elements of public and private life," the definition continues, but "to be both long range and comprehensive, the plan must be general in nature, hence it should be approximate in regard to location, and always considered as an overall guide, rigid in basic principle and flexible in detail."

The zoning ordinance, on the other hand, is based upon the plan but is designed to specifically "regulate height, number of stories, and size of buildings and other structures; the percentage of lot that may be occupied; the size of yards, courts and other open spaces; density of population and location and use of lands, buildings and structures for trade, industry, residence or other uses for the purpose of promoting health, safety and general welfare."

In accordance with County Ordinance 30, the County Commissioners may adopt the master plan in its entirety or adopt it part by part as the need arises. The zoning ordinance, however, will become the law by which all future development within the county will be regulated.

Both plan and ordinance are inseparable, both require careful,

knowledgeable consideration by all citizens since both will vitally effect every Los Alamos resident, now and in the future.

Therefore, as a service to the community, the Laboratory's Public Relations Office has attempted to present here, in condensed form, the basic features of the plan upon which the proposed zoning ordinance is based. The ordinance itself, a long, detailed, legal document, will be available soon from the County Planning Office.

This presentation includes planning proposals as they stood in late April, but with review and revision constantly going on, some features may have changed. Some of the county and Daly Company thinking behind final decisions in the plan is included but little attempt has been made to discuss fully the arguments, pro and con, that have arisen as the plan evolved. No attempt has been made to evaluate or promote the plan; that's your job. Volumes of reports, minutes of meetings and records of discussions covering every aspect of the plan as it developed over the past year—and before—are available for those who wish to study the problems in more detail.



One of the reasons the Los Alamos Ranch School was chosen by the War Department for its secret project back in 1942 was that the school's 50 or so log buildings would easily accommodate the 100 scientists and their families needed to produce the atomic bomb.

The ink had scarcely dried on the Army's order of acquisition when it became abundantly clear that the estimate of men and buildings was remarkably short sighted. By July 1943 there were 1900 people on the Project, and by the end of that year, the total population was 3500. In December 1944 it had grown to 5700.

At the end of 1945, after the great exodus, Laboratory administrators made a prediction for the future of the town and Lab. After much soul-searching and crystal ball-gazing, it was agreed that 1600 Laboratory employees and a town of 6,000 were the absolute maximum that would be needed or that the mesa could support.

The first official census in 1950 showed the population at 10,476; in 1960 it was 13,037 and by 1963 the estimated population was 13,600.

It couldn't happen, but it did. The tiny wartime project became a big town.

Not very many years ago it was clear that Los Alamos would never be an open city. The high fences and the gate would never come down.

It couldn't happen, but it did.

In 1954 when Public Law 221 was passed to transfer Oak Ridge and Richland from the AEC to self-government, Los Alamos was not included. Los Alamos, it was agreed by the investigating committee, could never be out from under government control.

It couldn't happen, but it did.

And that's why Los Alamos needs a Plan. Heading out toward the future under its own steam, the community needs an itinerary, a road map, a guide book to know where it can go and the best and most economical way to get there. It won't necessarily go all the way or make all the stops, but the guide book offers the possibilities and the recommendations. The final decisions are made when the time comes.

And that's pretty much how a Comprehensive Plan works.

A plan is a long range statement of policy providing for the coordinated development of all elements of the community to create a more satisfying and efficient environment in which people may live, work and play. It indicates, very generally, how public and private property should be utilized, designates the system of all major routes of transportation, locates all the facilities which provide service to the community, and defines the financial system for carrying out the objectives of the plan.

But nobody is expected to carry out these objectives right now. No one is going out day after tomorrow

Air view of pre-war Los Alamos Ranch school looking southwest across the present Community center and portions of Eastern area. Ashley Pond, the Lodge and original Bathtub Row houses are visible. The same scene, from the opposite direction (below right) shows growth of community in last 21 years.

to build a golf course in a wilderness, a school in an empty canyon or a road leading nowhere just because the plan says so. The plan is long range—looking ahead ten, fifteen, or twenty years to how the community might grow, what might happen and if so, how to handle it. The hard dollar decisions will come later. If the population projections come true, the new schools, new libraries, new roads will have to be built.

Basically, the plan serves as a guide for county officials in all decisions affecting change in the community. If and when the population increases enough to demand new facilities, the plan indicates how and where this change can best be made. It indicates to the county how, where and when its money can best be spent and provides advance notice of impending financial obligations. All construction and destruction will be kept in line with the plan's stated policy.

By the same token, the plan acts as a guide for individuals. Prospective home builders know what kind of neighborhood they'll have ten years from now—where the schools,

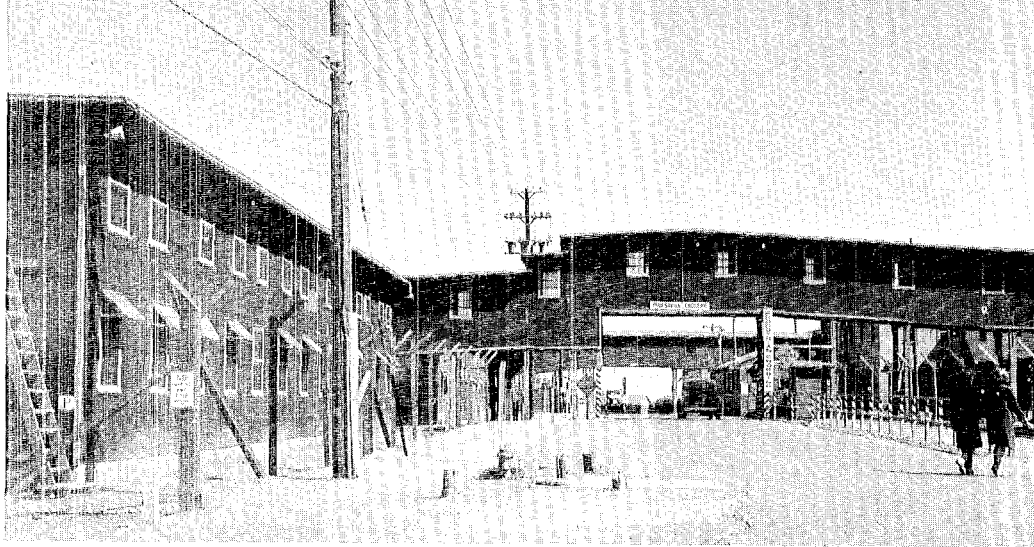
parks and nearest grocery store will be. A prospective store-keeper will know about a new road, scheduled to be built in five years, that will bring new business to him—or take it away.

The plan is essential to property appraisers and planners. It is part and parcel of the zoning ordinance that specifically regulates land use and building.

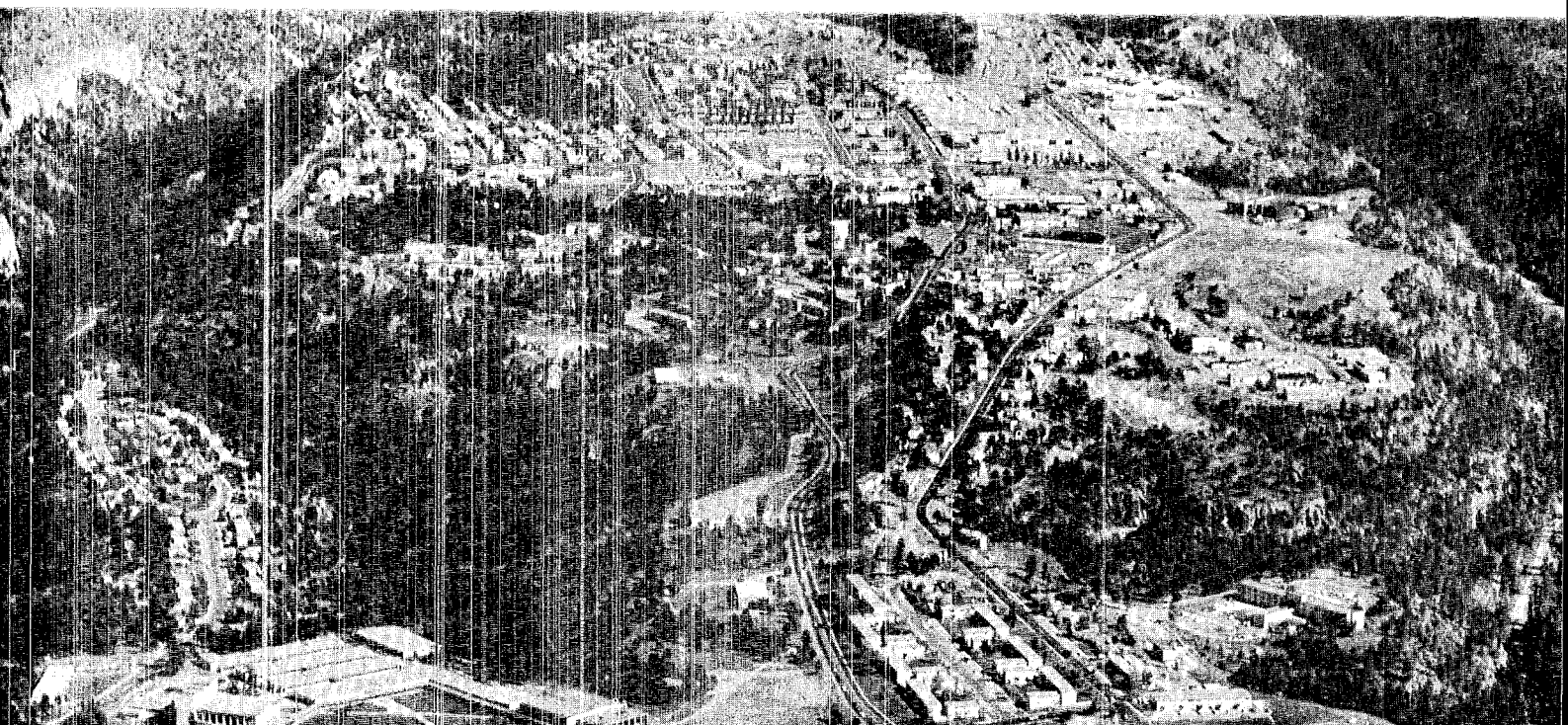
But the plan itself is not legally binding. A lot of the plan's proposals may and will be carried out, when there's enough money, because Los Alamos already suffers some major deficiencies. But execution of each aspect of the plan depends entirely upon the actual needs of the community at the time. If the population fails to grow as scheduled in the plan, action will be delayed. If it grows suddenly and unexpectedly, it may be possible to do more things sooner. Only when the demand and money are there will the proposals be carried out.

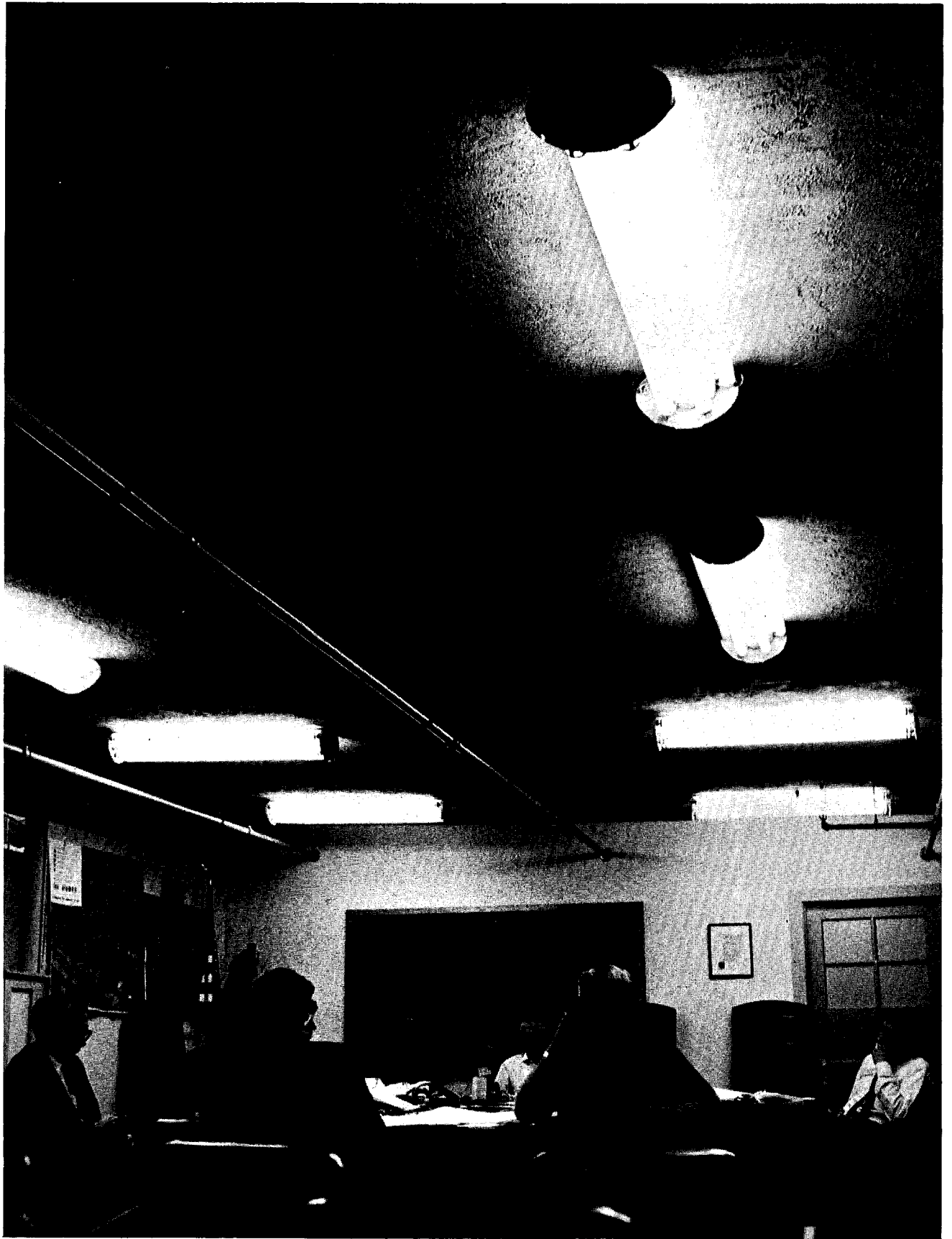
Because the Los Alamos Planning Commission wanted to be ready for anything, it directed the consultants to draw up a plan designed to accommodate their most optimistic estimates. This means that the Comprehensive Plan for Los Alamos is based on a population by 1985 of 30,800 people, 9,432 jobs.

Of course, it can't happen.
But it might.



Original Laboratory buildings spanned Trinity drive near Ashley Pond. Now, 20 years later, the modern, permanent buildings of the main Lab complex spread over South Mesa.





FORECAST

more people . . . more jobs for Los Alamos in 1985

possibilities; a low employment of 7,834 by 1985, a medium increase to 8,514 and a high of 9,432—an increase of 30% over 1963.

Along with this growth in employment, of course, would come an increase in population. The forecasts for population were based on the assumption that the community will continue to grow in much the same manner as it has since 1950 when the population was at 10,476.

The highest population forecast of 30,800, of 126% over 1963, assumes the best: a constant growth of LASL based upon the current rate, some outside interest and encouragement in R & D firms and a substantial increase in the trades, businesses and professions.

The low projection of 22,710 assumes only a modest LASL increase—actually a slowing down, virtually little or no interest from outside firms and a modest growth in trade, business and professions.

To justify the change in ratio of population to employment, both projections also assume that by 1985, when the housing shortage has been eliminated, a much larger percentage of Los Alamos employees will live on the Hill. In addition, an upward shift in average age of the population is expected to lower the percentage of working couples and increase family size.

Lest they be caught short by some unexpected expansion in the next 20 years, the County Planning Commission decided the Comprehensive Plan should be based on the highest estimates, particularly since little actual money is involved now.

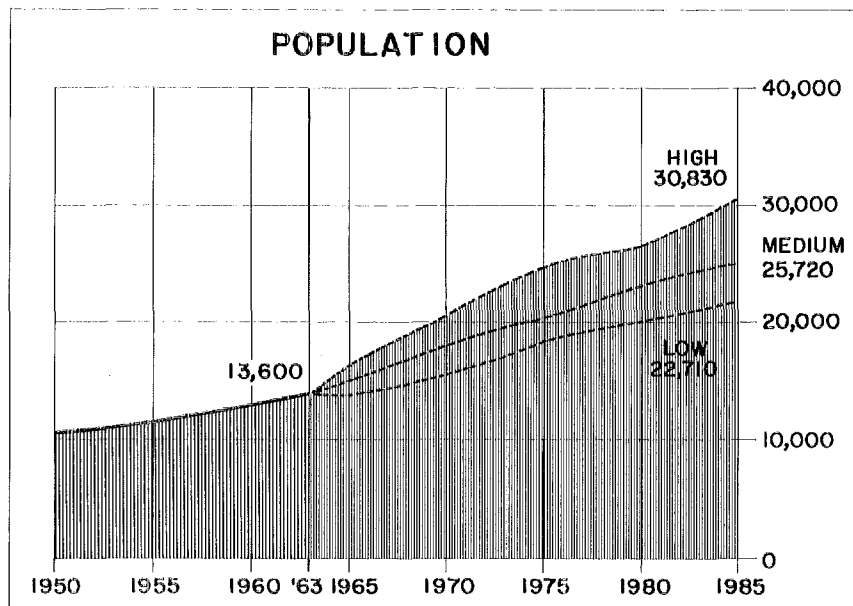
To plan for convenient accommodation of these 30,800 people, it

was necessary to understand the land and its existing uses and to decide upon a general approach to coordinating existing land uses with future land uses in a satisfactory arrangement.

There are two possible approaches to conveniently bringing together people and facilities—the basic objective in any plan. One is to bring the facilities to the people by distributing employment centers, business districts and community facilities throughout the neighborhoods. The other approach is that of transporting people to the facilities. The topography and unique origin and daily activity of Los Alamos have already influenced the development of the community in this latter direction. Its single major employer, the Laboratory, its shopping center focused in the Community

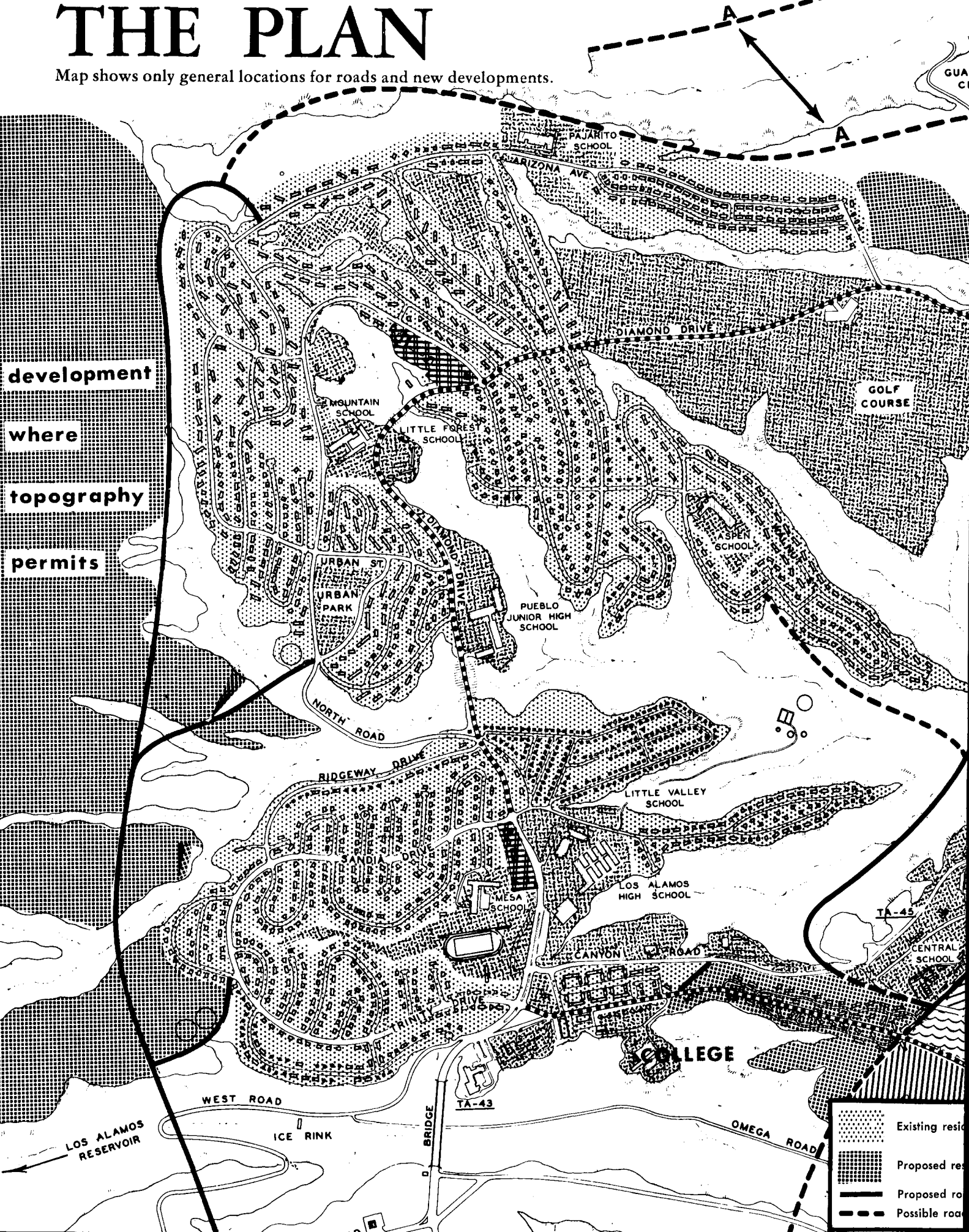
Center, its medical and dental services in the Medical Center all require the movement of people away from their neighborhoods to these activities. A continuation of this centralization policy, modified by the addition of more neighborhood shopping centers and service facilities and, if possible, a new employment center in the northeast, seemed to the planners to be the best approach.

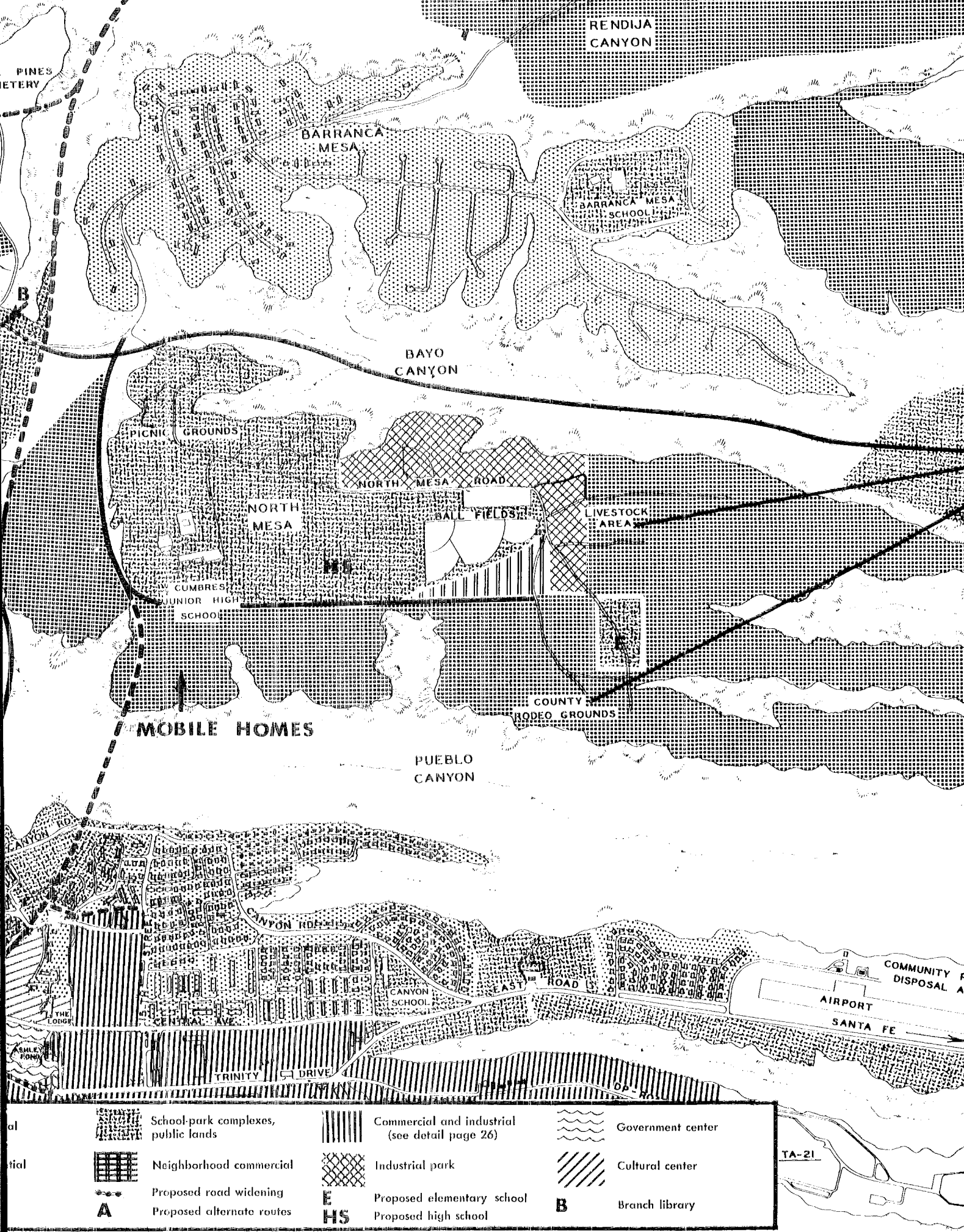
The Comprehensive Plan which follows, then, is intended to represent an orderly arrangement of land use, circulation and community facilities to accommodate a population of 30,800 by 1985. The arrangement is based on a continued policy of centralization, of bringing people from the residential areas to a strong, dominant central business district.

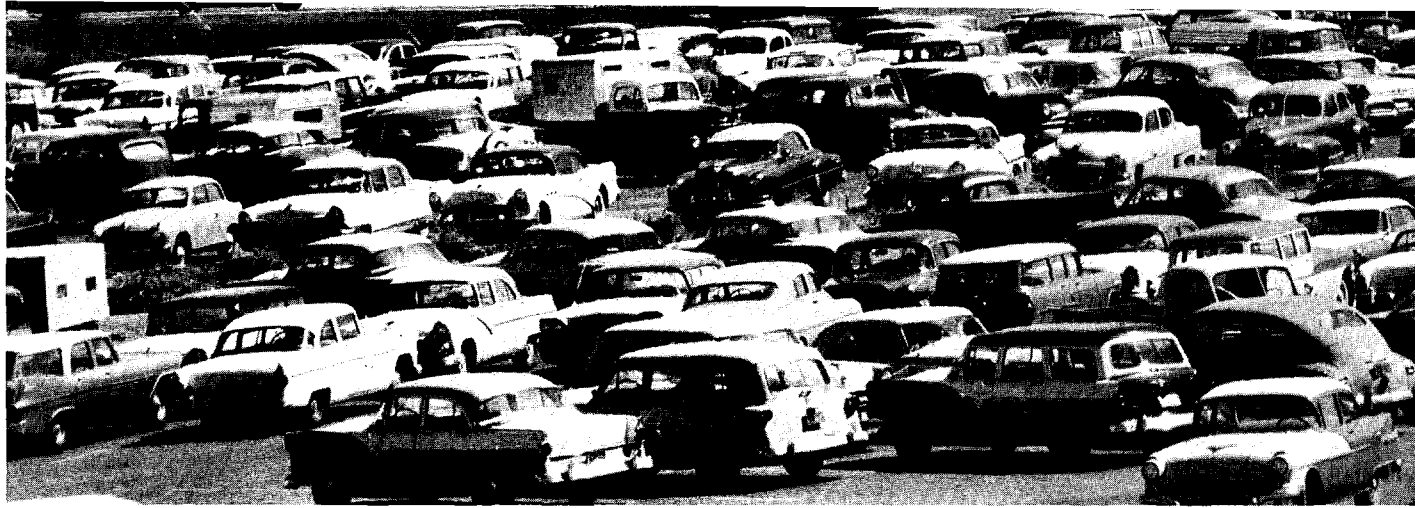


THE PLAN

Map shows only general locations for roads and new developments.







THE TRAFFIC... how

In Los Alamos, like everywhere else, the way land is developed and used—the real meat of the community plan—is dependent upon the circulation of traffic. But—in Los Alamos the rugged terrain, in turn, dictates and severely limits circulation. It is not surprising, then, that before arriving at a land use plan for the community, the planners focused first on trying to lick the town's unique traffic problem.

Crux of the problem, and the major influence in the proposal, is Diamond drive. Today about 7800 people, or 60% of the population, are completely dependent on Diamond drive for all trips—to school, to work, to the Community Center, or out of town. As Los Alamos grows the situation will worsen, since almost all new development will be in the northeastern section of town. Development of Barranca Mesa, North Mesa and Rendija Canyon could add another 11,000 people to the Diamond drive parade.

The plan, therefore, is keyed to the easing of Diamond drive traffic and is, the Daly people feel, the most practical way to develop an efficient transportation system in view of the topography, anticipated development, and the community's desire to develop a dominant busi-

ness district at the Community Center.

The traffic plan is presented in stages, based upon the population estimate for that time. If the population falls behind or exceeds the estimate, the plan will not be invalidated but will be simply accelerated or decelerated, depending upon the needs. Population ranges as they relate to the suggested stages are:

1964-65	15,000 to 16,500
(1967 Completion of Federal transfer)	
1970-71	21,500 to 22,500
1977-78	25,900 to 26,500
1984-85	30,000 to 30,800

Traffic surveys conducted last fall proved what most everyone in Los Alamos already knows too well—that the heaviest traffic in town is on Diamond drive. The highest average daily traffic, 12,000 cars, was recorded on Diamond between North road and Pueblo School drive, and the second highest, 11,500, was clocked at the bridge approach to South Mesa. Even so, the surveyors report that average speeds are relatively low only during the peak hours—in the morning, the evening and at noon—when they recorded a nine-miles-per-hour average between Sandia drive and Trinity. The overall average speed is 18 miles per hour.

Immediate relief for the situa-

tion is in progress and some steps have been completed. This includes the increasing of bridge capacity to 30,000 cars by widening it to four lanes with a three-in-one directional system for peak hours, widening Diamond drive between Sandia drive and the Barranca Mesa intersection, and construction of a pedestrian overpass across Diamond at the high school. With these immediate improvements, the consultants anticipate a capacity of 13,000 cars and an average speed of 30 mph on Diamond drive.

The second, and widely favored, proposal is the construction of a West Loop Road which would speed North Community and Western Area traffic to and from South Mesa, avoiding both Diamond drive and the bridge. This four-lane artery would begin at the intersection of Yucca and Arizona, loop northwest, then turn south to skirt the westernmost fringes of the community, cross Los Alamos Canyon on a fill and join West Jemez road west of the LASL administration building. Access roads would feed the loop from Trinity in the Western Area and from North Road in the vicinity of the pipeline road.

Designed for an average speed of 40 mph, the loop would provide Los Alamos with a high speed arterial with a minimum of inter-



to keep a mobile community on the move

sections, all of which would have protected left turn and acceleration lanes. The planners felt that because travel time would be longer, only drivers in the immediate vicinity would use the road to avoid Diamond drive congestion during peak hours and estimated the road would handle about 6,000 cars daily. A number of Citizens Committee members, however, expressed the opinion that such a scenic, stop-free route would be much more widely used by drivers from all over the northeastern section.

The planners believe construction of the road, which also will open up new Western Area land for housing, could and should begin by 1967. Cost is estimated at \$700,000. The fill across Los Alamos canyon, the planners say, can be designed so that access to Los Alamos reservoir can be continued.

Another Diamond drive relief project high on the priority list is construction of a road through Bayo canyon to give most of North Community a direct route off the Hill and to open new recreation areas in the canyon.

This two-lane road, beginning around the present junction of Diamond drive and San Ildefonso, would travel through the scenic canyon, joining State Road 4 just above the Y. Cost is estimated at

\$850,000. The new road would permit relocation of the stables and rodeo grounds, making North Mesa available for housing. Originally scheduled for 1970, the project is now urged for 1967.

A suggested alternative of a road through Pueblo canyon was rejected because of continued contamination by Laboratory facilities, and a proposed road following the existing route through Rendija and Guaje canyons, because of problems of drainage and Indian land rights-of-way, was termed too difficult and too expensive.

A two-lane road from Diamond drive to North Mesa is already budgeted by the AEC and scheduled for construction soon. This project, which involves the realigning of Diamond drive and its junction with San Ildefonso road to Baranca Mesa will improve the present narrow intersection to the two mesas.

When growth and finances permit, possibly about 1977, the planners propose a second Pueblo canyon crossing to provide a direct connection between the northeastern sections and the Community Center and, the planners believe, to stimulate healthy growth in the business district.

This four-lane route would begin at Diamond drive somewhere in the neighborhood of the golf

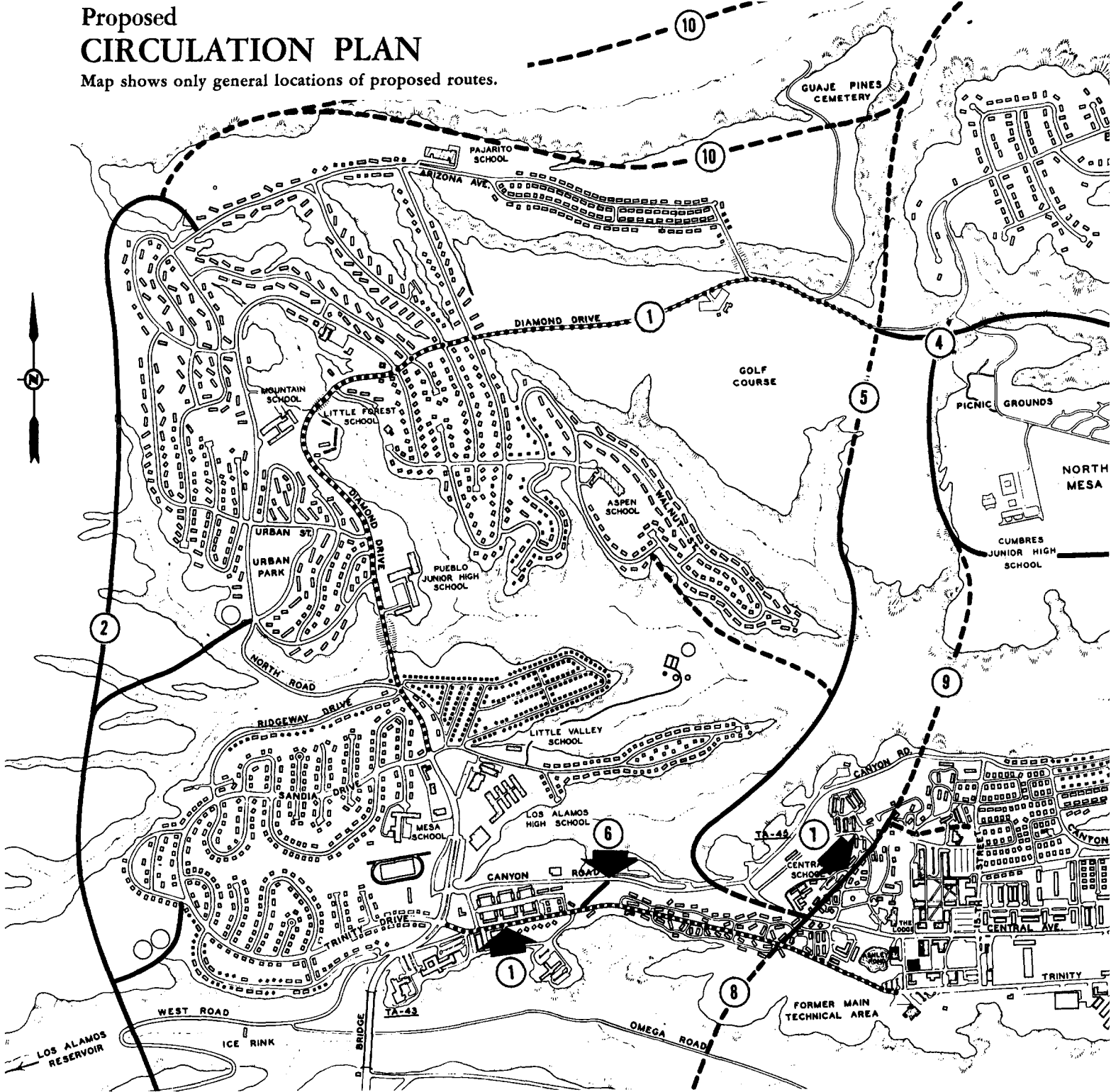
course's Fairway 8, move south into the north finger of Pueblo canyon and on to the playground tip of land at the end of Walnut street. Then, with earth from this tip for a sloping fill into the floor of the canyon, the road would continue southwest, passing under the suspended gas line east of Orange street. From there it would proceed uphill to join Canyon road west of the propane tank farm. From canyon to the vicinity of 26th street, a two-lane road would connect the fill road with Trinity and a proposed new road to the business district. Eventually, a connection from the Walnut street area, actually beginning at 33rd street, might be built, but engineers feel an access road from Orange street would be too difficult. Estimated cost of the crossing is \$600,000.

From an engineering standpoint, the planners said there are only two critical grades. At both the beginning and the end of the fill road, the grade would be about 8% and in between, on the fill, it would be normal. Properly placed for morning sun exposure, the planners said, the road should offer no particular problems with icing conditions.

An alternative plan, originally the most strongly recommended by the Daly Company and traffic consultants, was an extension of 15th

Proposed CIRCULATION PLAN

Map shows only general locations of proposed routes.



street across Pueblo canyon via two bridges at a cost of \$2,310,000. The present plan, however, is expected to provide nearly the same level of service while presenting considerably less strain on the community's fiscal resources.

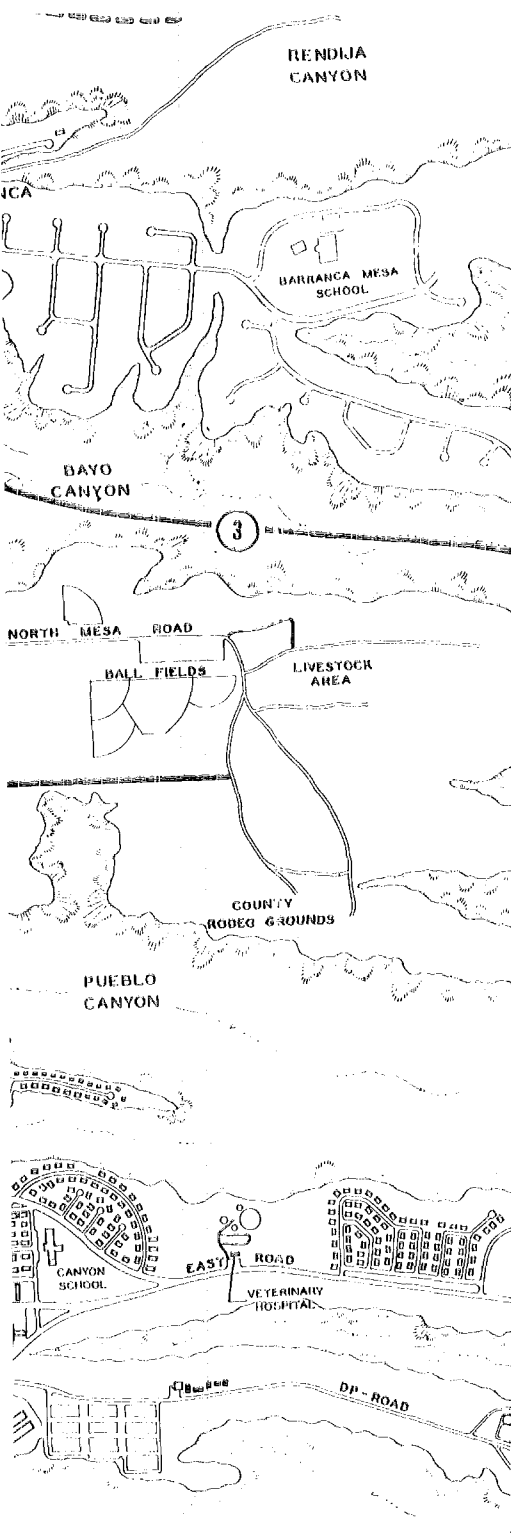
Stressing the need for the Pueblo canyon crossing, the planners

pointed out that unless maximum access to the Community Center is provided, growth of the business district will be severely restricted and new business space will have to be assigned to outlying areas that are more readily accessible.

Proposed as a late (1977) step in the Diamond drive improvement

program is a two-lane cut-off between Canyon road and Trinity drive at about 36th street. Designed to handle South Mesa-bound traffic and to increase Diamond drive volume by simplifying the signaling, the cut-off plan would work like this:

All west-bound Canyon road



traffic would be required to turn right at Diamond drive. All Canyon road traffic headed for the Medical Center, Western Area, the Health Research lab and South Mesa would be forced to take the cutoff to Trinity. This, say the traffic experts, will permit more "green" time on Diamond.

1. Widening of Diamond and Trinity in progress or programmed.
2. West Loop road proposed for 1967.
3. Bayo Canyon road to State Road 4 proposed for 1967. Actual route will be on one side of canyon or the other.
4. New North Mesa access road and realignment of Diamond drive-San Ildefonso intersection to be started this summer.
5. Pueblo Canyon fill crossing programmed for 1977. Location of portion of route (dotted line) intersecting with Diamond is not determined.
6. Canyon-Trinity cutoff for South Mesa-bound traffic proposed for 1977.
7. Central Business District loop proposed for 1970. Location of north end of route is still in question.
8. Possible extension of CBD loop across Los Alamos Canyon linking Jemez and Pajarito roads.
9. Possible extension of CBD loop across Pueblo Canyon.
10. Possible alternatives for roads linking Rendija Canyon to the community.

Trinity itself comes in for some improvements in the plan and a new business district loop, eventually crossing Los Alamos canyon to Jemez and Pajarito roads, is proposed.

Already planned by the AEC is the widening of Trinity to four lanes between Diamond and 20th

street. The Planning Commission has recommended additional widening between 20th and 15th street.

The Central Business District loop would begin on the north side of the business district at 15th street, either on Nectar or north of it, go west along Peach and south to Trinity at 26th where it would intersect with the two-lane section of the proposed Pueblo canyon road. This road would provide easy movement of traffic around the north and west sections of the business district and, when connected with Trinity on the south and 15th street on the east, achieves a continuous loop. This construction, costing about \$100,000, is anticipated for 1970.

This road, plus the Pueblo canyon link and Canyon road would pretty well surround the Central school area with arterial roads, but the planners feel that careful designing will eliminate both hazards and the 15 mph speed zone.

Eventually, the Business District loop can be extended across Los Alamos canyon by a bridge, connecting with both Jemez and Pajarito roads. This would provide a direct route to the business district from White Rock and a convenient road for Eastern Area drivers bound for South Mesa and other Laboratory sites. Cost of this portion of the project, scheduled for 1984, is estimated at \$1,040,000.

If it ever became necessary, the southwest-northeast portion of the loop could be extended across Canyon road to bridge Pueblo canyon directly to North Mesa. This could also be considered as an alternate to the fill road crossing.

Also proposed as a possibility in the distant future is a road connecting the proposed Rendija canyon development with Diamond drive and the proposed West Loop.

This would extend from Rendija canyon to a junction with Range road where it would continue to Diamond drive or branch westward around the northern rim of North Community to join West Loop Road.



THE LAND

the time to plan
for it is now

Throughout discussion of land use aspects of the Comprehensive Plan, the consultants repeatedly emphasized the need to look ahead and acquire and set aside now all land that will possibly be needed for the community's projected growth.

"Your community is in a unique and enviable position at this time," William Coibion of Daly Company told members of the Citizens Committee. "All the land, or most of it, is owned by one landlord, the Federal government, and now is your opportunity. Now is the time to tell Uncle Sam that we want so many acres for schools, so many for parks, and so many for other things. It is much easier to do this now than it will be 15 or 20 years from now when you find you did not set aside enough land."

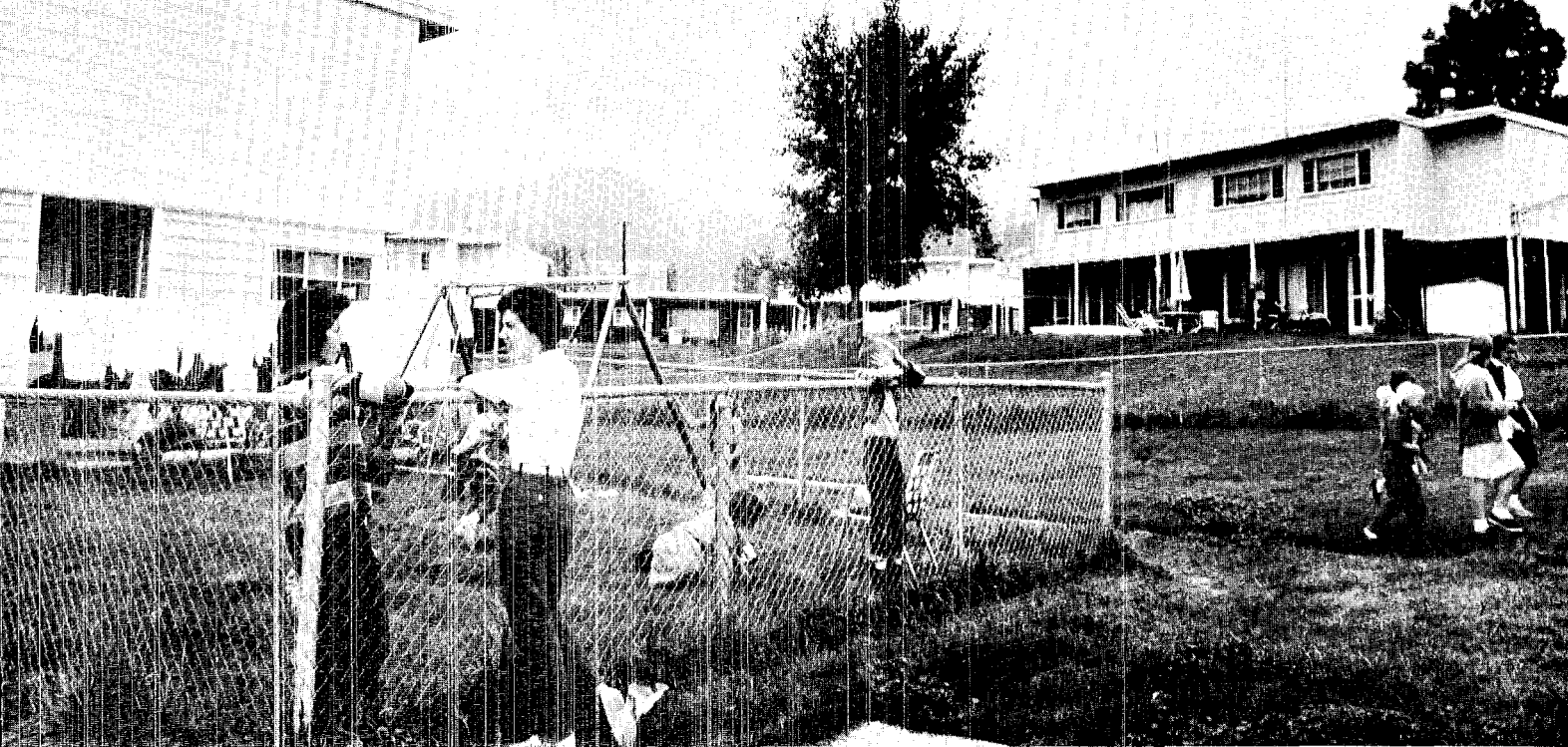
High altitude view of the community shows how rugged canyon-pierced terrain limits expansion and makes efficient use of all land essential.

It may seem foolish, he said, to think about building a golf course at White Rock, for instance, right now. "But the important thing is to reserve that land now so that if and when White Rock and Pajarito Acres and the rest of the community have begun to approach the maximum population the land is available. At a later date when, we trust, your county resources will be more favorable, you will be in a position to finance the improvements."

"This is one of the most frustrating and perplexing problems concerning the majority of communities across the nation. Other communities have to go and tear down three or four blocks of houses owned by somebody. They have to go out and, either by eminent domain or just by sheer negotiation, try to assemble one or two acres just to enlarge a school."

This is one of the main reasons for the plan, Coibion said. It is an attempt not only to analyze the immediate needs, but also the long range needs so that respective governmental agencies and all branches of your government can take advantage of the provisions of the Federal Transfer Act and get the land you need.

Just what land will be needed and how it will be used is explained in the following sections.



HOUSING

hope for an end to a twenty-year shortage

Keynote for the residential development plan in Los Alamos is the community's twenty-year-old plague—the housing shortage—with particular emphasis on the imbalance of single houses to the total number of units.

Currently, Los Alamos housing is 39.5% single, 22.5% duplex, 36.1% multi-family and 1.9% trailers. Daly company's recommended mixture, based on eight cities with one or two-industry economy, is 83% single, 5.5% duplex, 10.5% multi-family and 1% trailer.

"Unless emphasis is shifted more to single family construction," the Daly Company reports, "The current housing shortage will be aggravated."

As for the rate of construction, Daly estimates an annual average

of 75 to 170 dwelling units will have to be built for the next 20 years to meet the requirements of the expanding population.

These figures are based on both a high and low population projection for 1985. To house the low estimate of 22,740 people, an additional 1,625 units will be needed; for the high of 30,800 people, 3,730 more houses will be required. However, if as the plan proposes, 125 duplexes are converted to single units, the single-house inventory will increase by 125 and the total will decrease by the same number. This fact, added to the possible removal of 326 Sundt units and 250 Denver Steel houses, would bring the 1985 requirements up to 2,326 houses for the low population or 4,431 for the high.

The Comprehensive Plan, therefore, incorporates these proposals for the continued development of current areas and the opening up and developing of new sections of land for single houses:

1. The continued very low density development of Barranca Mesa to provide a total of about 750 houses.

2. Continued development of White Rock and Pajarito Acres to yield about 1600 homes.

3. The development of North Mesa at a low density of four to seven houses per net acre, or a total of about 900 houses.

4. The development of hillside areas immediately west of the present community—one section extending between the pipeline road and the vicinity of Yucca loop, and

another section adjacent to the Western Area. Development, here, at a very low density made necessary by the rugged terrain, could provide for about 200 houses.

5. Development of a small area adjacent on the east to Club Road and Arizona street, yielding not more than about 20 houses.

6. Eventually, if the space is still needed, the development of Rendija canyon for about 1,000 houses.

The plan recommends that all of the new projects, except in Rendija canyon, be started soon, preferably before the end of 1967 when AEC's permission to dedicate or donate land expires—but the exact timing will depend, first of all, on the construction of roads that would make these areas accessible. Developments of North Mesa is dependent on the North Mesa access road, already programmed, and on the Bayo canyon road to the State Road 4 which must be built before the stables and other recreational facilities can be moved from the Mesa. Both this road and the western loop road, which would serve

Residential development of North Mesa is expected to provide about 900 new houses. Foreground of this view is proposed site of the new high school.

DENSE, DENSER, DENSEST

Residential areas in the Comprehensive Plan are divided into four categories according to density:

1. Very low density for areas recommended for less than four dwelling units per net acres, such as the proposed hillside development west of the community.

2. Low density for areas recommended to have between four and seven units per acre such as North Mesa.

3. Medium low density for areas recommended to have between seven and ten dwellings per acre.

4. Medium density for areas having ten dwelling units or more such as apartment houses.

For a better idea of just what these classifications mean, here's how some of the existing areas stack up:

Very low density: Western Area with 3.9 units per acre, Barranca Mesa with 2.3 units.

Low density: Arizona street neighborhood with 5.5 units per acre.

Medium low density: Eastern area with 7.2 units, North Community with 7.7 to 7.9, Denver Steel-Orange street sections with 8.5 units per acre.

the new western addition, are tentatively programmed for 1967.

The plan also urged that conversion of duplexes to single units be encouraged as soon as possible. The Daly Company estimates that conversion could be accomplished in about 25% or 125 of these units.

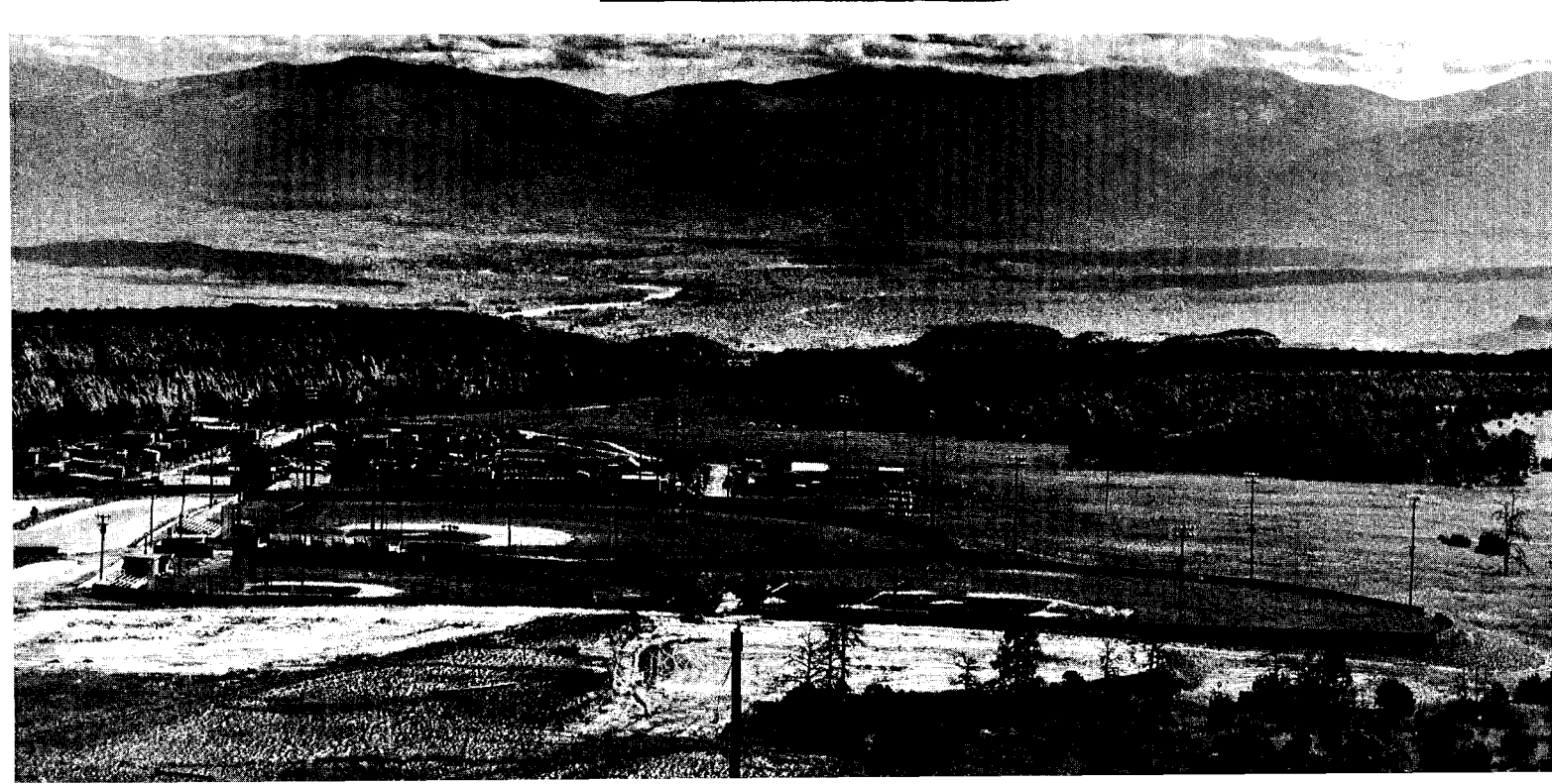
Except for the duplexes and some development of the interior of some of the residential blocks, most existing housing areas will remain essentially as they are, including Bathtub Row.

Two proposals in the housing plan evoked heated discussions in meetings of both the Citizens Committee and the County Planning Commission.

The first, redevelopment of the Denver Steel areas along Rim road and the section north of the high school, was strongly recommended by the Daly Company because of its potential as a slum area. Daly maintains that annual maintenance costs are excessively high, that condensation and heating problems are common and that the floor area of 718 square feet falls below most minimum requirements for single family homes.

The AEC, which has long advocated replacement of the houses, does so on the basis of these opinions:

1. That the AEC does not believe Denver Steel housing is economically practical to maintain.



2. First owners would have difficulty selling, when the time came since a second sale could not be financed through FHA.

3. Density is extremely high (8.5 units per acre) and the average lot is about 6,000 square feet.

Proponents of the Denver Steels, found among both occupants and non-occupants, expressed concern that the need for low cost housing would not be met elsewhere if the Denver Steels were eliminated from the market. They also maintained that the houses, though small, were single, neat and well cared for. During the arguments the pro-Denver Steels repeatedly asked for facts about the actual maintenance costs from AEC and Zia but none were available.

In the end, though Daly Company still recommends redevelopment at a medium low density for about 146 houses, the AEC decided to continue renting the Denver Steels for about five years at which time it would completely re-evaluate the problem.

Though few questioned the advisability of removing the 20-year-old "temporary" Sundt apartments, considerable argument arose over future use of the land.

Originally, the Sundt area was designated for redevelopment for single houses, but as other aspects of the master plan developed, the planners felt the change to town house type apartments seemed more reasonable.

One of the prime reasons for the change was the traffic congestion in the area plus terrain features that would make single house development difficult. Furthermore, they felt, and the Chamber of Commerce agreed, that the growing commercial area around the Community Center would bring a demand for conveniently located apartment houses to accommodate people employed in the business district. The planners emphasized that their idea of a town house is a far cry from the quads existing in Los Alamos today. In short, they indicated that the demand would

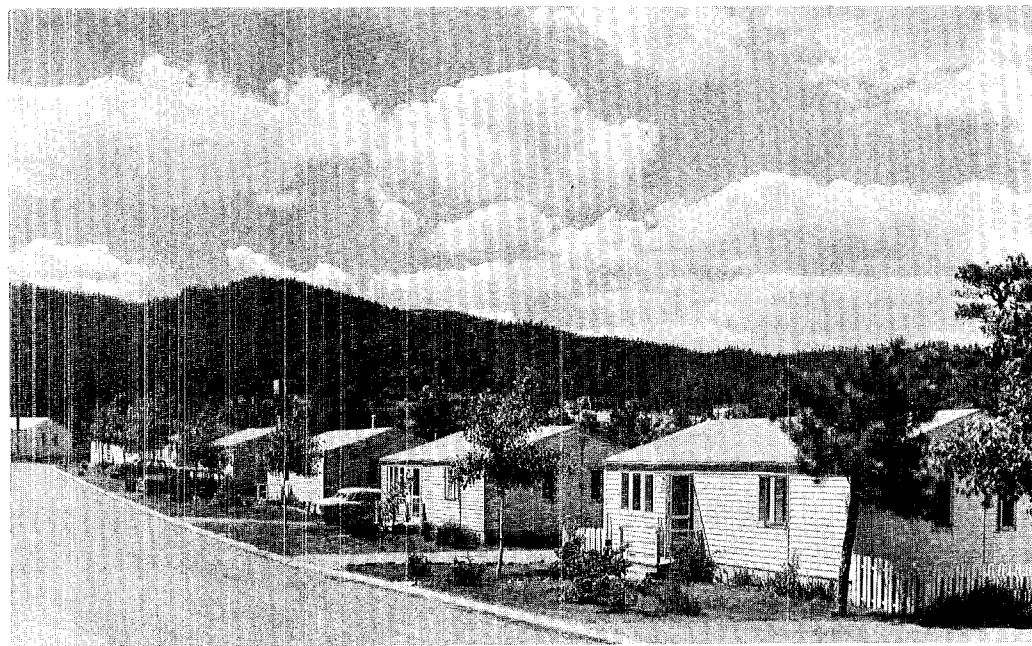
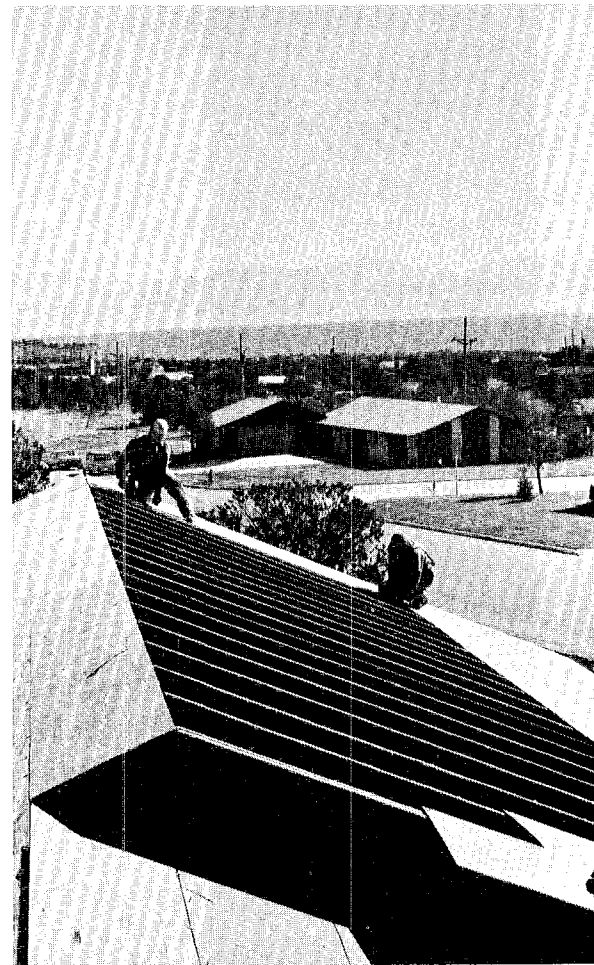
be, not merely for more apartments, but for bigger, better, more desirable rentable units near the Community Center.

A new location for the mobile home subdivision created a stir of controversy as well when the planner proposed the development be placed at the site of the present picnic grounds on the north rim of North Mesa. The final decision now has the development located on the southwest corner of the mesa.

In contrast with the existing trailer park on East Jemez road, the new development will be permanent with each mobile home owner able to buy, landscape and maintain his own land, and it will be within reasonable proximity to schools.

The planning of North Mesa as a whole, nearly every aspect of which prompted some argument, is discussed in another section.

Continued development of White Rock and Pajarito Acres should produce about 1600 new homes.



Fate of the Little Denver Steel houses is still unresolved. Planners recommend redevelopment of the area at a lower density.

THE SCHOOLS

finding classrooms for 9,625 students

Along with the expansion of population into the new residential developments proposed in the Comprehensive Plan will come new demands on the school system.

Each Los Alamos home now produces an average of 1.25 persons of school age, of which .74 of this total is of elementary school age, .29 in junior high, and .22 in high school. With projected population growth, number of homes, family size and age groups, school enrollment should go something like this:

high to the system within the next 20 years. Replacement of Central school by a 21-room elementary school is urged by 1965. Site for the school has been enlarged to include land bordered by Central, Rose and the proposed Central Business District loop at 26th and extending northeast to the corner of 22nd and Peach streets.

The plan also calls for the addition of some 43 classrooms to existing schools and the elimination of Little Valley and Little Forest schools from the system. Eventual-

ENROLLMENTS					
Year	Population	Elementary	Jr. High	Senior High	Total
1964	15,060	2,786	1,092	828	4,706
1971	22,320	4,129	1,618	1,228	6,975
1978	26,570	4,915	1,926	1,461	8,302
1985	30,800	5,698	2,233	1,694	9,625

In its proposal, the Daly Company pointed out that establishment of a parochial school could have considerable effect on school expansion plans. Estimating that 80% of the Catholic families would send their children to parochial school, the planners figure that 775 students would enter such a system this year and 2,094 by 1985. However, for realistic projection of future school demands, Daly has considered only public school demands and has included parochial school enrollment in its projections.

To met the needs of a 1985 enrollment of 9,625 students, the school aspect of the Comprehensive Plan, which has been supported by the school board, proposes the addition of three elementary schools, one junior high and one senior

ly, if the area is developed, two elementary schools will be built in Rendija Canyon.

The new elementary schools will include two at White Rock in addition to the 15-room elementary school already under construction and scheduled to open this fall. One White Rock school would be built about 1970 and the other in 1978. Each would have 20 rooms by 1985 and the original school, Piñon, would have an additional nine rooms. A 27-room school is scheduled to be built on North Mesa about 1970.

Elimination of Little Valley and Little Forest schools is recommended in the interest of efficiency. Both schools have four rooms with about 100 students in kindergarten



through second grade. The children of Little Valley school on Orange street already are being taken across Diamond drive to Mesa school for some of their activities. With reduced enrollment brought about by the eventual thinning out of the Denver Steel area, it is felt that Mesa school could fill the need once the Diamond drive pedestrian overpass is built. Little Forest, located in North Community on Villa street, could be accommodated at Aspen school. Both Little schools could be incorporated into the park system for recreational uses.

Although several different proposals for junior high school development were presented before the final plan was drawn up, it is now felt by the planners and the school board that one new junior high at White Rock, plus possible additions to existing Pueblo and Cumbres junior highs, will adequately serve the population for some time to come. The White Rock junior high could be built about 1977, depending on the population growth at White Rock.

With the anticipated enrollment of 1700 high school students in 1985 and the limitations on expansion of the existing school, the Comprehensive Plan proposes to accommodate 800 of this enrollment in the existing school and 900 in a proposed new school to be located on North Mesa. The addition of four classrooms to Los Alamos high and construction of the 24-room North Mesa school will provide 97 high school classrooms by 1970.

The high school sites, totalling 70 acres, will include ample parking for the staff and added areas to accommodate spectators and participants in school athletic events and in extra curricular activities.

White Rock high school students, expected to number 352 eventually, will be enrolled at the North Mesa high school.

Pointing out the difficulties encountered by other cities attempting to free enough land for school buildings in a built-up community,

the Daly Company strongly urged that all future school land needs, including that in Rendija canyon, be acquired and set aside by 1967 when the final Federal transfer occurs. They recommend that at least ten acres to be set aside for each elementary school, 20 acres for the junior high school and 30 to 40 acres for the high school.

Providing ample acreage will make possible a school-park complex strongly recommended in the plan. This idea, which the planners have found to be successful wherever it is used, would make the school grounds and facilities available to the public as neighborhood playgrounds when the schools are not in session, thus economizing on both land and facility requirements.

A college—at least the start of one—is proposed in the Comprehensive Plan, with the AEC headquarters building at the site.

Pointing out that, in their opinion, the present UNM Graduate Center could be further encouraged and possibly enlarged, the planners go on to explain:

"It is virtually impossible to forecast a precise demand for a local college. However, in all probability a start, if initiated, it could be capable of logical and practical expansion. In the opinion of the consultant, one area worthy of consideration is the . . . AEC headquarters. With the pending Federal transfer it is likely that an effort will be made to relocate the administrative functions of the AEC south of Los Alamos canyon . . . In this event the present building

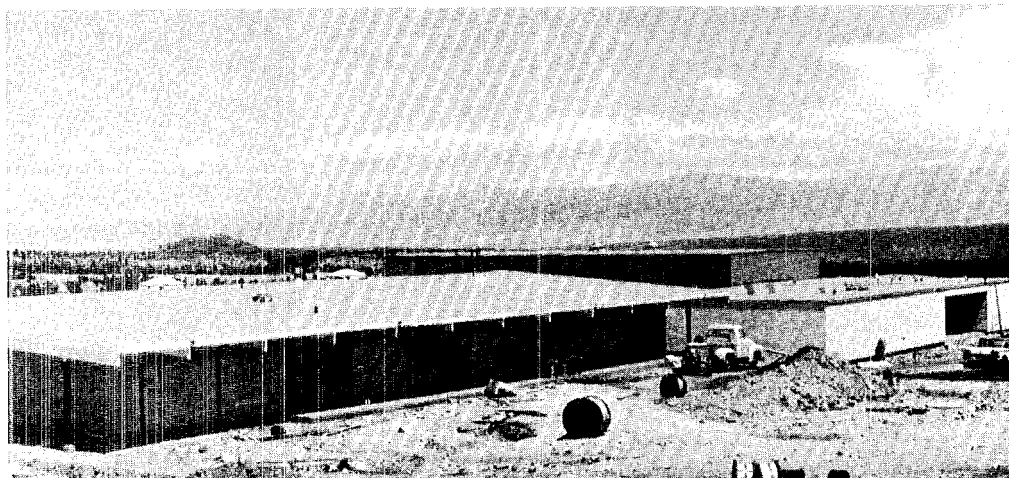
could be utilized as the initial development for a new college."

"It is envisioned that the college could be principally directed to the sciences and arts without emphasis on athletics. Future expansion, if needed, would be obtained in the area south of Trinity between the AEC entrance road and the medical complex. Or, an alternative location for expansion could be acquired to the east of the AEC entrance road in conjunction with the reclamation of the Sundt housing area . . . but south of Trinity drive."

An expanded service headquarters for the school system is proposed in the plan. This will include the construction of a new administrative headquarters near Ashley Pond in what will be the proposed new cultural center, and the expansion of warehouse, maintenance and transportation services into nearby buildings of the Zia company.

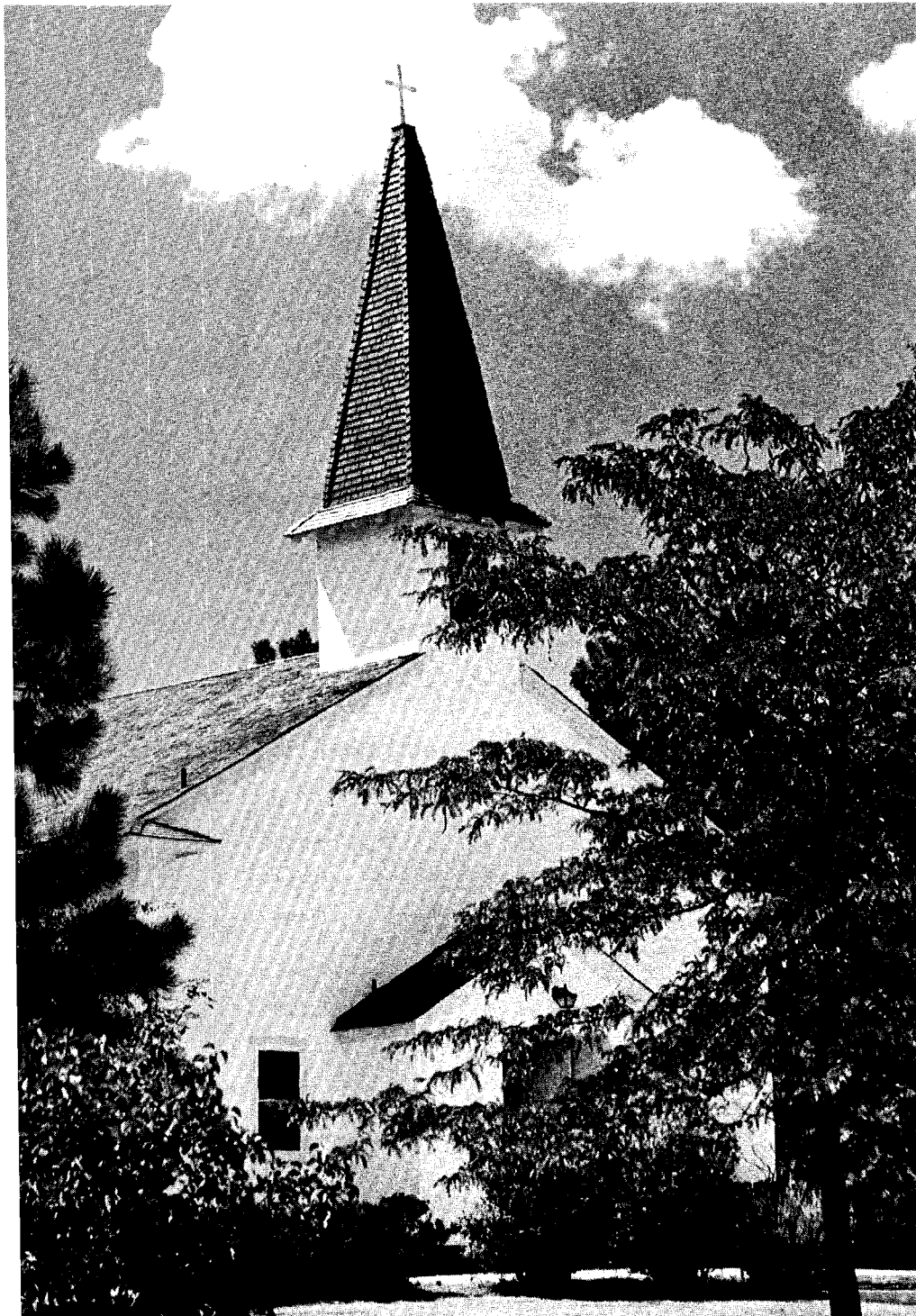
The present buildings on Trinity drive, the planners say, "have proven to be inadequate and cannot efficiently accommodate the service demands of the present school plant. Increasing enrollments, expansion and construction of new schools and the corresponding increase in service requirements will demand that an adequate service plant be created." It is therefore planned that these service facilities will continue to occupy their buildings on Trinity drive and assume ownership, with the county, of buildings of the Zia complex as they are vacated in the next few years.

Pinon school, first of three proposed elementary schools at White Rock, will be completed and ready to open by fall.



CHURCHES

recommendations for the future



Investigations revealed that most of the 20 churches in the community feel their present sites are adequate to accommodate their present and future needs although a few appear to be in need of additional parking. A few also expressed interest in either establishing a mission or a second church in the White Rock-Pajarito Acres area or in the Barranca-North Mesa-Rendija vicinity.

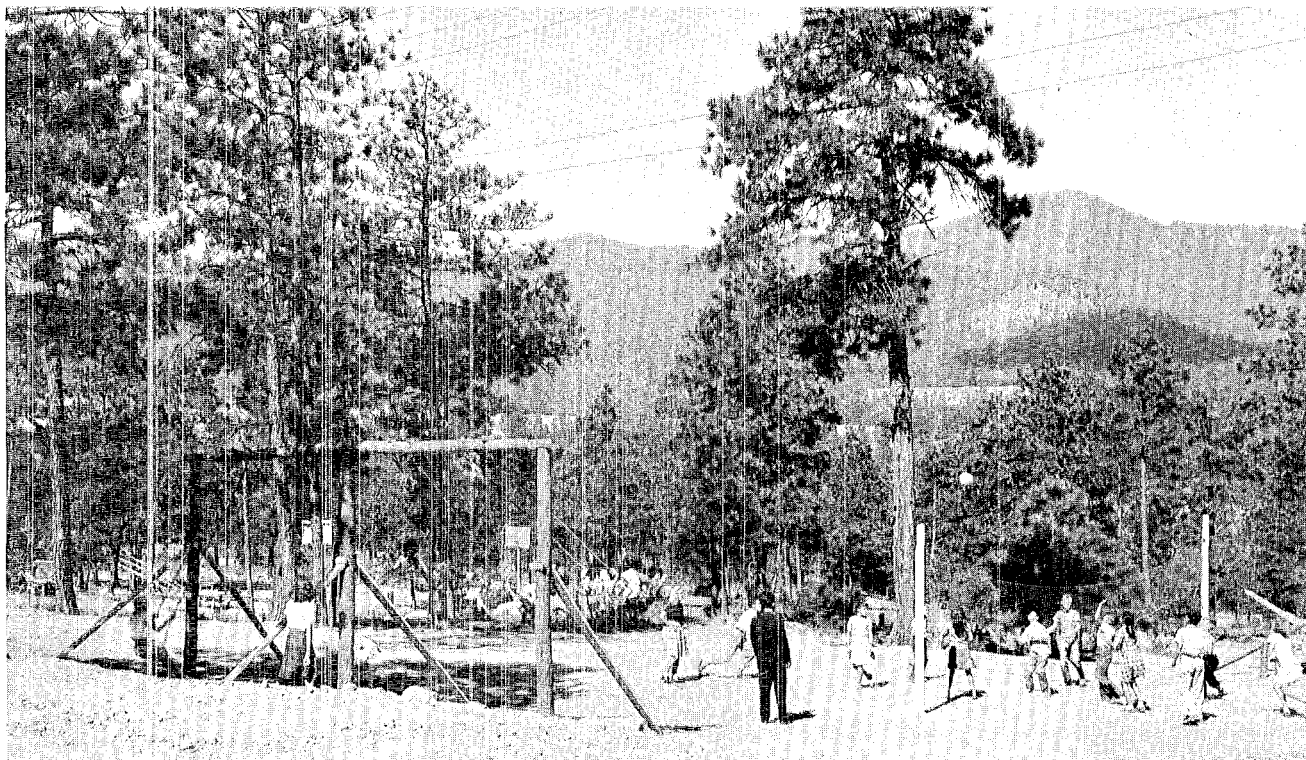
Although future needs of the churches in the community were not a part of the planning contract, the planners have included recommendations to apply to suburban churches if and when new development occurs.

Appropriate locations are adjacent to a shopping center as a buffer between homes and business, adjacent to an elementary school, or on a corner at the intersection of primary and secondary streets.

Most urban churches today strive for a site not less than four acres to provide for worship, education, fellowship and administration requirements as well as room for expansion.

Although churches will be required to observe normal setbacks prescribed in the zoning ordinance, it is advisable to increase the setback for maximum attractiveness. Parking lots should be set back the same distance as the main building and should provide one parking space for each two seats in the church.

It appears, the planners conclude, that primary attention should be directed to the role of the church in the community as new areas develop with particular attention to appropriate location, compatibility with adjacent land uses, and accessibility and adequacy of parking.



RECREATION

room to relax in a natural playground

The same remarkable topography that produced a fair share of headaches for the planners of Los Alamos traffic patterns and residential developments has made the planning of recreation a relative breeze.

"Los Alamos has been ideally endowed with natural facilities to create an outstanding recreational program for its residents," the Daly Company said in opening its discussion of the parks and playgrounds aspect of the Comprehensive Plan. The high mesas separated by deep canyons provide the community with grand relationships of contrasting urban patterns and open spaces, and most of the 944 acres of this scenic land, much of it deemed unbuildable because

of the terrain, will be reserved in the future to give the community natural recreational spaces and pleasant vistas." In addition, Daly people pointed to such nearby spots as Bandelier National Monument, Camp May, the ski area and proposed Valle Grande National Park providing outstanding recreational facilities close at hand.

Recreational facilities within the community and neighborhoods, however, must provide a balanced program for all phases of recreation for all residents, the planners said. Future planning

Above: Los Alamos recreational facilities have been expanded considerably since the heyday of this wartime playground near Central school.

also, they pointed out, will depend on the continued participation and financial support of the residents since such obligations as site acquisition and maintenance of existing facilities will demand public funds. The proposals are not final and no money has been spent, they emphasized. "Development of the proposed recreational facilities will come only in response to demands of the population."

Basically, the Comprehensive Plan for recreation calls for more play lots for pre-school children, more playgrounds provided by the integration of schools with parks, wider distribution of playing fields throughout the community and relocation of major North Mesa recreational facilities to Bayo Canyon

to make room for residential development.

Specifically, the plan recommends that provisions be made for play lots in development of future residential areas. Occupying small pieces of land, play lots provide pre-school children with swings, slides, sand boxes, paved areas and lawn and serve 175 to 200 families in a neighborhood. Such sites, the planners said, can easily be adapted into future land development plans. Large open areas on the interiors of existing residential areas should be used to supply additional play space and existing play lots should be maintained. Three new play lots in the eastern area, five in North Community and five each at Barranca Mesa, North Mesa, and Rendija Canyon have been recommended.

Recreational centers established in conjunction with schools will provide each neighborhood with playground facilities that are convenient, practical and economical. Daly Company planners said use of this system is a common practice in many sections of the country and brings about a substantial saving in land acquisition and equipment for the entire recreational program. These centers will provide accommodation for established summer recreational programs now operating in Los Alamos.

Provisions have been established in site standards proposed for future schools to allot space for recreational areas, but wherever topography limits future expansion of school sites for this purpose, alternate playgrounds and park areas should be developed.

Neighborhood playground sites also will be increased by the addition of the "Little" schools—Little Valley, Little Forest and Canyoncito—into the park system, either as buildings for recreational centers or as playground land made available by demolition of the school buildings.

North Mesa picnic grounds will remain in their present location despite development of the rest of the mesa.

Community parks serving larger population areas than neighborhood facilities will include a park-playground established in conjunction with existing Cumbres junior high school and the proposed elementary school on North Mesa. In addition, the planners have recommended expansion of the existing East Park to include the present sewage disposal plant area when it is abandoned. Another multi-purpose park is proposed for Western Area near the present football field.

Facilities for major athletic contests are proposed for the school-park complex east of Cumbres junior high. This will include the four lighted baseball diamonds, which will be retained in their present location, serving both the community and the schools. A new football stadium would be built at North Mesa high school and the existing football field would be used as a practice field and recreational area for the high school as well as a recreational facility for Western Area.

Additional baseball needs would be provided in other areas—possibly in the expanded East Park, which could accommodate two fields, in the proposed Western Area park and in re-designed Urban park.

The existing picnic grounds on North Mesa, a controversial issue throughout the planning, will remain in their present locations.

Other community recreational facilities such as multi-purpose fields, tennis courts, and possible

swimming pool will be located in the park complexes of Cumbres, Pueblo and White Rock junior highs.

The 120-acre Kwage mesa at the eastern tip of North Mesa will be developed for recreational purposes.

The existing 191-acre golf course will be maintained within its present boundaries. In the White Rock area, a nine-hole course of approximately 90 acres is proposed in the northeast sector of the community overlooking the Rio Grande.

The increased urbanization proposed for North Mesa requires that the present rodeo-fair grounds, stables and field archers be moved to Bayo Canyon. Proposed circulation plans will make this area easily accessible with the extension of Bayo road through the canyon to the Diamond Drive-San Ildefonso intersection. A proposed site of 60 acres accommodates these activities which should be moved as soon as the road is completed.

To increase the use and justify the high maintenance costs of the Camp May road serving Camp May and the ski area, the planners propose development of some 20 scattered acres along the road into a regional park serving picnic areas, an expanded winter sports area and numerous hiking and riding trails and linking with Los Alamos reservoir. There will be some recreational development at both Los Alamos and Guaje reservoirs.

A 45-mile scenic parkway linking



together all recreational facilities of the area and calling for some 14 miles of new road was proposed by the planners but rejected in part by the Planning Commission.

The road, as the planners described it, would begin at White Rock and follow the mesa ridge on the southeastern edge of the community overlooking the Rio Grande. Following scenic open space along Pajarito canyon the parkway would then turn onto State Road 4 on through Bandelier, connect with West Jemez road and then turn on to the Camp May road. From Camp May the road would extend north over Quemazon trail to Guaje canyon trail to Guaje reservoir, then along Upper Guaje canyon road to Range road and into Los Alamos. From there, Bayo canyon road and State Road 4 would complete the loop to White Rock.

The plan incorporates existing roads, but new construction would be required along the Rio rim at White Rock and a section between the end of Camp May road and the Guaje trail. This latter section is outside the "minimum geographic area" described in the Community Transfer Act as being eligible for financial assistance from the AEC.

Although the White Rock road remains a consideration in the Comprehensive Plan, the Planning Commission rejected the plan to complete the circuit over the Quemazon and Guaje trails for these reasons:

1. The retention of the natural beauty and wilderness aspect of the terrain is desirable.
2. Construction costs and maintenance would be high.
3. The road would increase fire hazards in the area during dry seasons.
4. There is little economic value in completing such a drive.

Planners propose an expanded winter sports area and development of 20 scattered acres along Camp May road. Road now ends at Los Alamos Ski Club's new T-Bar.



PUBLIC BUILDINGS

With the impending conversion from federal control to local government, the planners report, Los Alamos is in the enviable position of being able readily to locate its public buildings so that they might exert the most desired influence upon the community in general and the central business district in particular.

The existing buildings, while they have served their initial purpose, were for the most part never meant to house the public functions of a city with the growth potential of Los Alamos. Therefore, the Comprehensive Plan proposes construction of a whole new government complex between Ashley Pond and 26th street which would include a

county administration building and court house, police and fire department headquarters.

The county building, scheduled to be built next year for about \$750,000, will be designed to accommodate the increasing administrative, judicial and legislative functions now bulging the seams of the county's present converted TA-1 building.

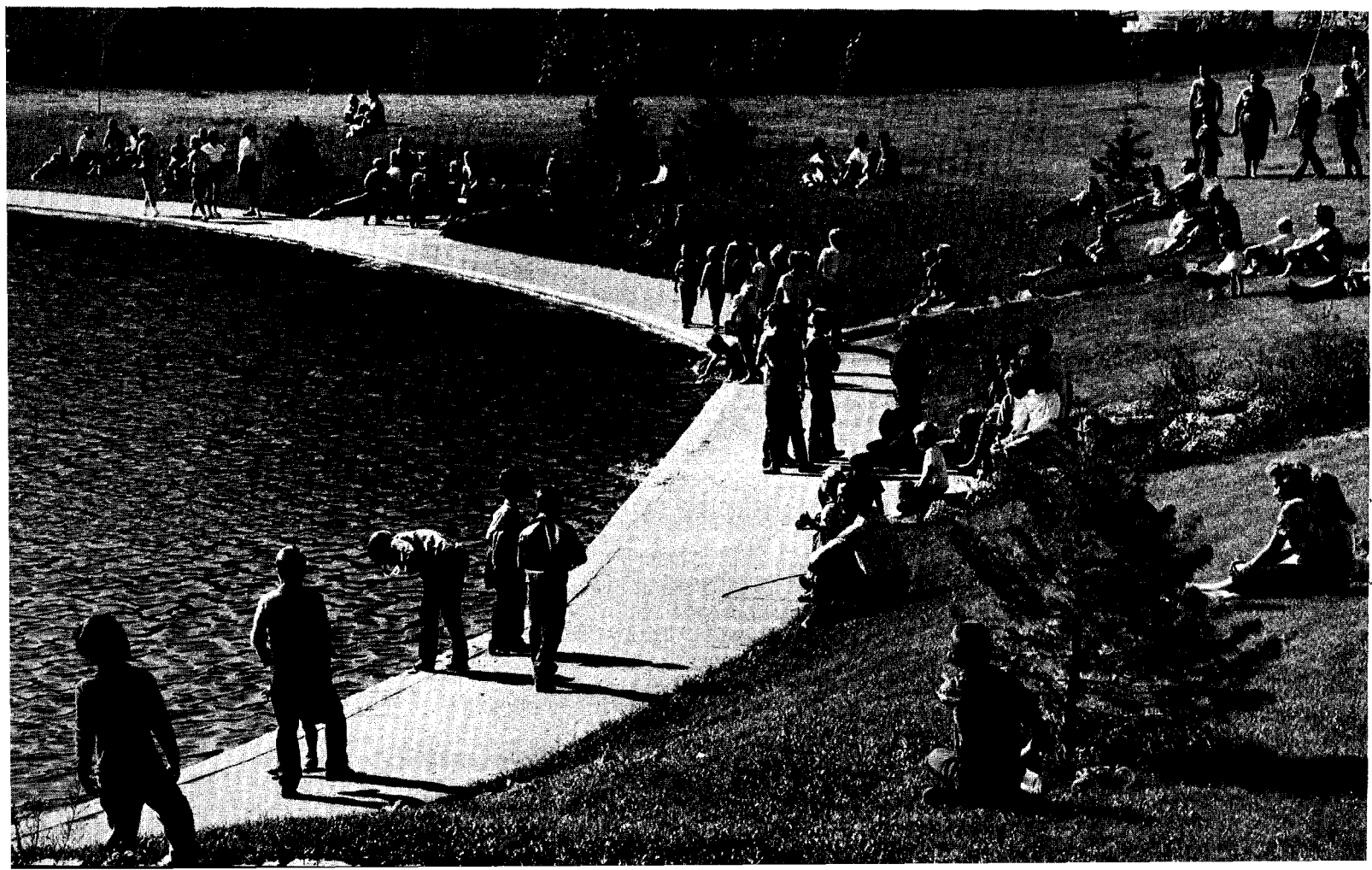
Although the present police station is believed to have adequate space for its purpose both now and in the future, the planners feel it is desirable to have police and fire headquarters and county administration and courts in close relationship, and recommend the inclusion of all these activities in one build-

ing. However, with the fire department remaining under AEC control it is unlikely that this will be accomplished.

County service buildings—warehouses, maintenance shops and so forth—will be located in the Zia company buildings on Trinity drive as soon as they are vacated by Zia.

Also proposed is a cultural center, adjoining the government center across Central avenue in the vicinity of the Lodge, which would include a new public library, civic auditorium, recreation and youth center, school administrative offices and museums. The planners recommend conversion of the Lodge into a natural history museum.

Refurbished Ashley Pond will be the site for the proposed government center which will include the new County Building set for construction next year.



Construction of this unit, with the exception of the library, is anticipated for about 1970-71. Both complexes will be served with ample off-street parking.

The recreation and youth center combination would ultimately encompass 15,000 to 20,000 square feet but would be designed so that it could be constructed in phases with the original phase providing 10,000 square feet. The buildings would replace the overworked and dilapidated Recreation Hall on Nectar street.

The planners view the present civic auditorium, which is actually part of the school system, as "rapidly outgrowing its facilities which are minimal" and recommends construction of a 1200-seat auditorium providing dressing, storage and rehearsal accommodations as well as facilities for small audiences. This building, along with the present auditorium and a new one in the proposed North Mesa high school, the planners feel, would adequately serve the needs of the community.

If the community wishes to maintain existing high standards, its library facilities should ultimately provide 24,000 square feet of floor space and check out facilities able to handle a 360,000 circulation. Los Alamos library requirements are not normal, the planners emphasize, pointing out that 77% of the population, compared with a national average of 10%, uses the library which, despite its limited facilities, is comparable to other libraries serving cities of 50,000 population. Future library needs have been projected on this basis. Construction of the new library is not foreseen until 1985, although the planners propose construction, meantime, of two branch libraries.

In addition to a natural history museum proposed for the Lodge, the plan calls for an art museum of 5,000 square feet to be located in the same building as the library and coordinated with the library's art lending program.

Possible locations for the government and cultural centers, ranging from the east and west ends of the

Zia Motor Pool area to both sides of Trinity drive, were thoroughly hashed over in meetings of the Citizens committee and the Planning Commission. The desire to include the Lodge in the cultural center, and the wish to insure continued maintenance of Ashley Pond in a park-like atmosphere, plus the imminent abandonment of AP and P Prime buildings, were the deciding factors.

The planners point out that in a community the size and potential of Los Alamos, any large scale project will act as a magnet toward the development of the surrounding area. Therefore, placement of the government-cultural center will tend to create an atmosphere attractive to other office-commercial development. The desired growth philosophy -- either a spread-out suburban atmosphere or a compact urban character -- may then be initiated by the placement of the center.

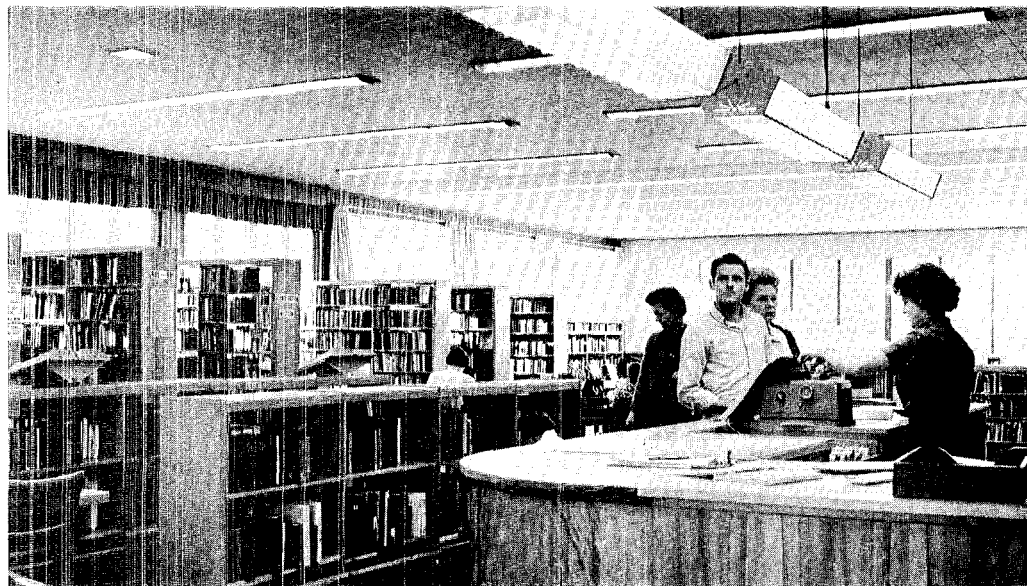
The decision to locate the centers adjacent to each other in the Ashley Pond location, it is felt by the planners, will have a tendency to promote a compact business district with growth to the south and east of the Community Center. The

plan would provide easy access for pedestrians to all business district facilities and prevent excessive sprawl should population fail to meet predictions.

In addition to the downtown government and cultural complexes, the plan recommends a number of branch establishments serving outlying residential districts.

In North Community, it recommends establishment of a branch library on a joint site with a new fire station already under construction near the Diamond Drive-Club road intersection to serve Barranca Mesa, North Mesa and the northeast community and, eventually, the Rendija canyon development. Construction of this branch is recommended for 1977-78.

At White Rock, the plan proposes establishment of a branch administrative-cultural center to contain a branch library equal to that recommended for North Community, a bill collection-information branch of the county administrative offices, and a police station. The facilities would share with the new fire station the 4.8 acre site located on the southeast corner of State Highway 4 and Rover boulevard.



Mesa Public Library, serving 77% of the Hill population, may operate branch libraries at White Rock and North Community. A new main library is proposed for construction in 1984.

BUSINESS AND

free enterprise to

Following the land-use concept favored by the Citizens Committee and the County Planning Commission for developing a strong central business district with some neighborhood shopping centers, the planners have set down some requirements for downtown commercial development.

If the Community Center business district is to remain the strongest center, the planners say, it should nearly quadruple in sales area in the next twenty years, expanding from its present 18 acres to 88 acres.

The planners point out that retail facilities in Los Alamos have developed under the fairly rigid control of the AEC rather than on a competitive free enterprise basis and as a result, the number, type, and range of stores are not adequate to meet the demands of the residents. This fact is illustrated by statistics indicating that Los Alamos residents spend far less at home—about \$10,470,000 or 25% of the income—than do residents of other counties in New Mexico.

The Comprehensive Plan, therefore, is aimed at improving the existing deficit and providing for the anticipated population growth by calling for some 405,100 square feet of retail floor space in and around the Community Center by 1985. This is anticipated to bring in \$20,841,000 to the central business district alone.

To complement the central business district and contribute to the over-all economic welfare, the planners recommend that land be provided for offices and hotel-motel space.

Basing their estimate on a projected employment of 9,432 by 1985, the planners expect the maximum gross office space requirement for Los Alamos in 1985 to be a total of 364,050 square feet. Of

this, 79,250 would go to finance, industry and real estate, 15,000 to transportation and utilities, 207,400 to services such as doctors, lawyers and accountants, and 62,400 for government administration (provided for in the proposed government complex). The planners say a limited number of professionals will be expected to seek office space in the outlying shopping centers but not enough to affect the total requirement of the central business district.

The maximum demand for space for research and development business was projected to be 170,800 square feet. While some of this activity might use conventional office space, the planners feel it would be more likely to develop in industrial park locations.

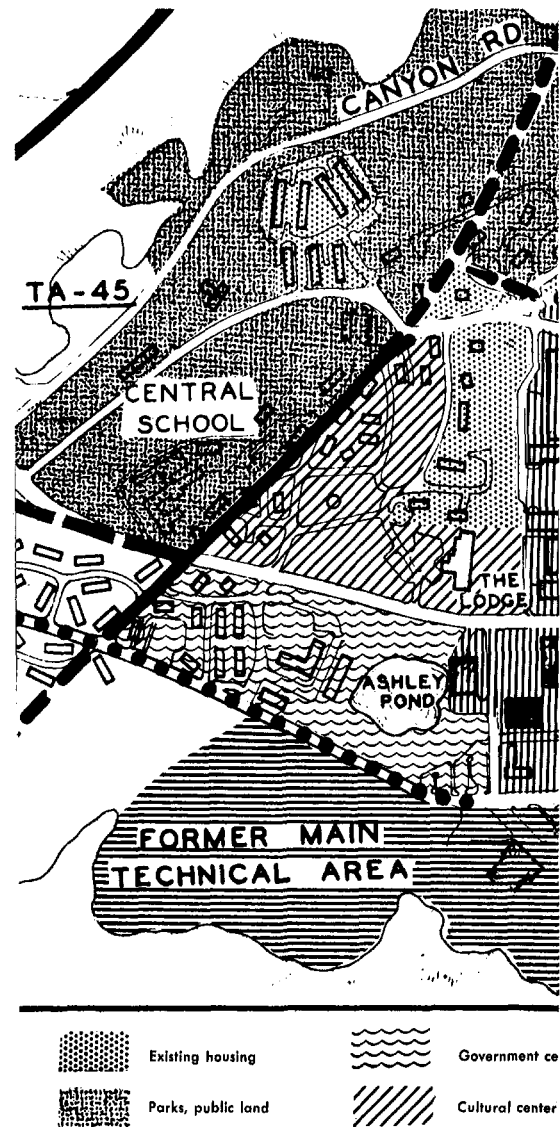
Assuming there will be an increased use of the present parking areas as new businesses and improved merchandising techniques are introduced, it is recommended that an additional 304,000 square feet of parking area be assigned for future retail needs. A total of 950 parking spaces, or 330,750 square feet will be required to accommodate both employees and visitors in office buildings.

The planners feel that the somewhat liberal parking allowance is justified by the fact that Los Alamos is so mobile, so completely dependent upon the automobile. The question of paying for the parking spaces, as well as Community Center park areas, the planners say, is more a question of economics than planning and would have to be worked out between the county and the merchants. Among the possible means for financing these areas, the planners have mentioned county taxes, a corporation formed by merchants, or by purchase of the entire commercial fa-

cility by a developer, such as at Winrock Center in Albuquerque.

In addition to the central business district, neighborhood shopping centers are recommended.

Doubling of the Mesa Market shopping area in North Community is proposed, through consolidation of the land between the present market and the Conoco station on Diamond drive. Invitations to bid on commercial property in this area already have been issued by AEC. Expansion there would be 10,300 square feet added to the existing 10,000. An additional 37,980 square feet of parking space would be needed.



INDUSTRY

bring expansion in retailing

An additional 3800 square feet of space is recommended for the Diamond drive shopping center with the addition located between the M&S Market and the drug store. Although existing parking is expected to adequately serve the expanded shopping, no definite plan has yet been developed to alleviate the nighttime parking space shortage there resulting from the simultaneous use of the civic auditorium, high school and gymnasium.

At White Rock-Pajarito Acres, the expected 1985 population of 6,500, the planners believe, will support a fairly independent shop-

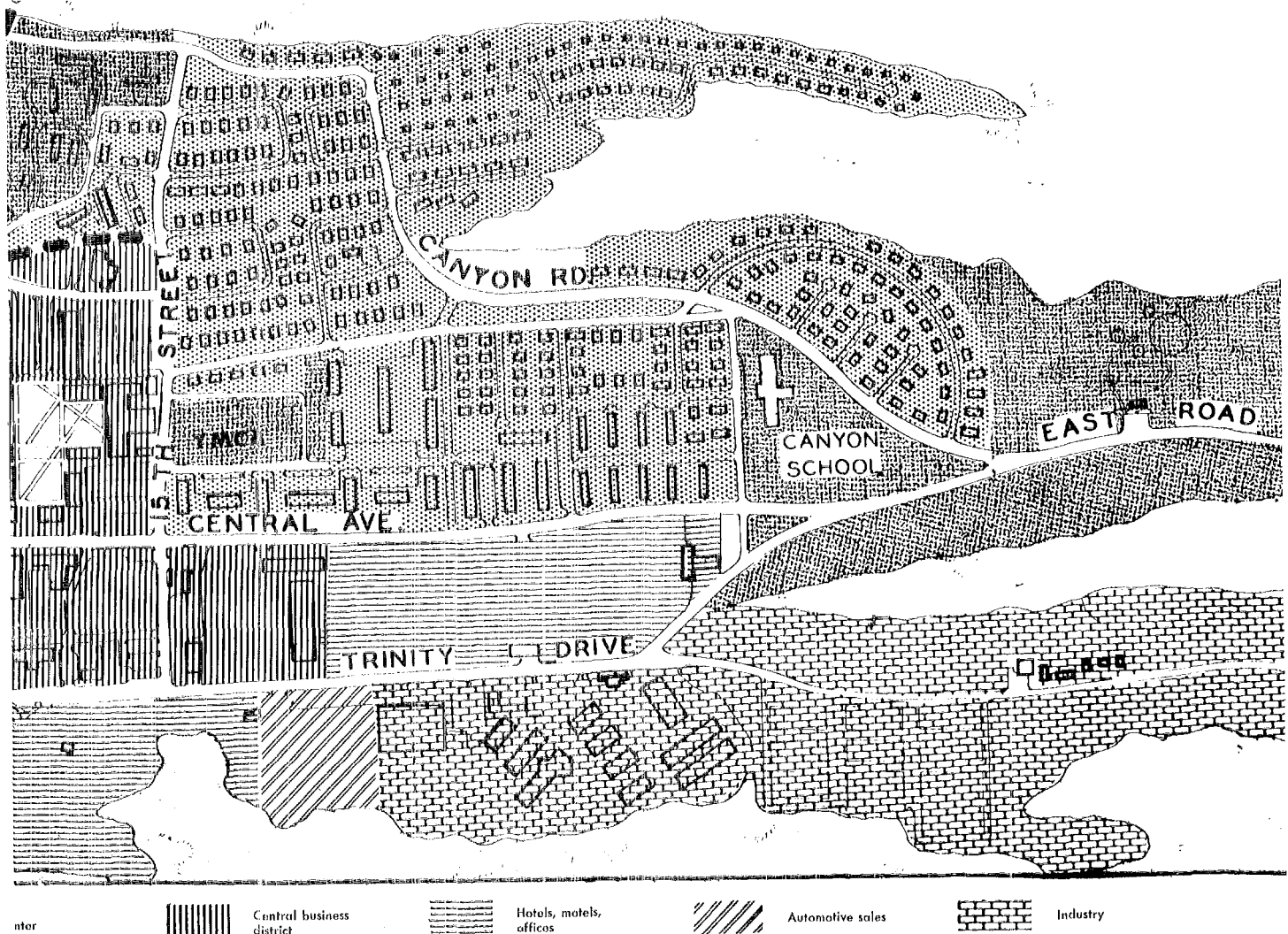
ping complex because of the distance from any other shopping center. Seven to ten acres have been designated for the northeast corner of the present White Rock development in anticipation of a 1985 volume of \$4,088,000.

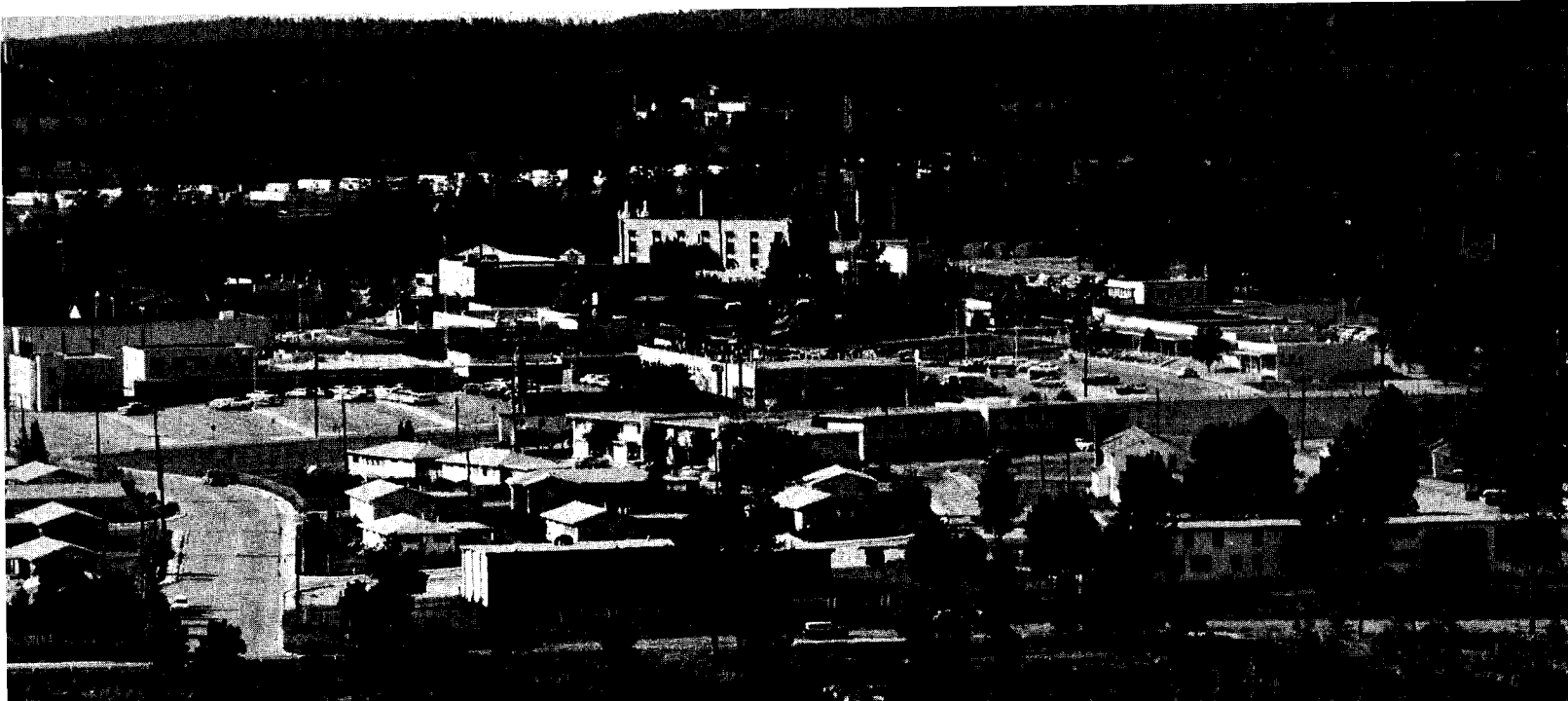
Because of the availability of land for expansion, a shopping area on North Mesa probably will become the largest neighborhood center in Los Alamos proper, serving North Mesa and Barranca Mesa. The planners have designated an area of seven to ten acres and a 1985 volume of \$3,020,000.

With proper promotion, the

planners feel that Los Alamos, because of its history, proposed museums and nearby attractions of Valle Grande, Bandelier and eventually, the Cochiti Reservoir, could attract a substantial tourist business which would be of great economic value.

They therefore envisage a potential demand for at least 200 additional hotel or motel rooms, recommending a minimum of eight acres to accommodate buildings, parking and a swimming pool. To this end, the AEC already is preparing invitations to bid on a ten-acre motel site on the south side of Trinity across from Ashley pond.





Los Alamos business will continue to be focused in the Community Center, viewed here by long lens from the old tower on North Mesa.

Locations of the commercial developments are indicated on the accompanying map. The central business district extends beyond the present Community Center south to Trinity, east to the Zia Motor Pool building and north to Nectar street or beyond. Offices, fraternal organizations, hotels and motels are designated for the east end of the Motor Pool yard and along the south side of Trinity from TA-1 to the Zia warehouse. Warehouses and suppliers will be located along the east end of Trinity and DP road.

Highly controversial and still unresolved at this writing is the question of extending the commercial district north across Nectar street into the land occupied by a play area and the Recreation hall.

Opponents of the northward extension base their objections largely on the reduction of green play area for children in the nearby residential sections. The planner's recommendation that a new park could be established north and west of the present one in a section now occupied by soon-to-be-re-

moved Sundt apartments has eased the objections somewhat, but the question still remains of how soon and by whom the new community building could be built in the proposed cultural center to replace the overworked Recreation hall.

The planners feel strongly that the extension must be made, not only because reasonable expansion space elsewhere is severely limited, but as a protection for the community's huge capital investment in the Community Center and adjoining parking lot.

Unless some fairly large commercial facility is established at the north end to attract business northward, the Planning Commission feels that this portion of the Community Center and the largest parking lot on the corner of Nectar and 15th streets may deteriorate.

To give the community a broader economic base, the Comprehensive Plan recommends the encouragement of new industries in Los Alamos. These employment centers are divided into two classifications with a different type of location assigned to each.

The industrial classification, called M-2 in the zoning ordinance, includes manufacturing, compounding and assembly plants, warehouses, suppliers and con-

tractors. The latter three will be located at the east end of Trinity drive and along DP road, keeping that area much the same type of development it is today. The heavier industries will be located in Pueblo canyon east and south of the emergency landing field and accessible from the Bayo canyon.

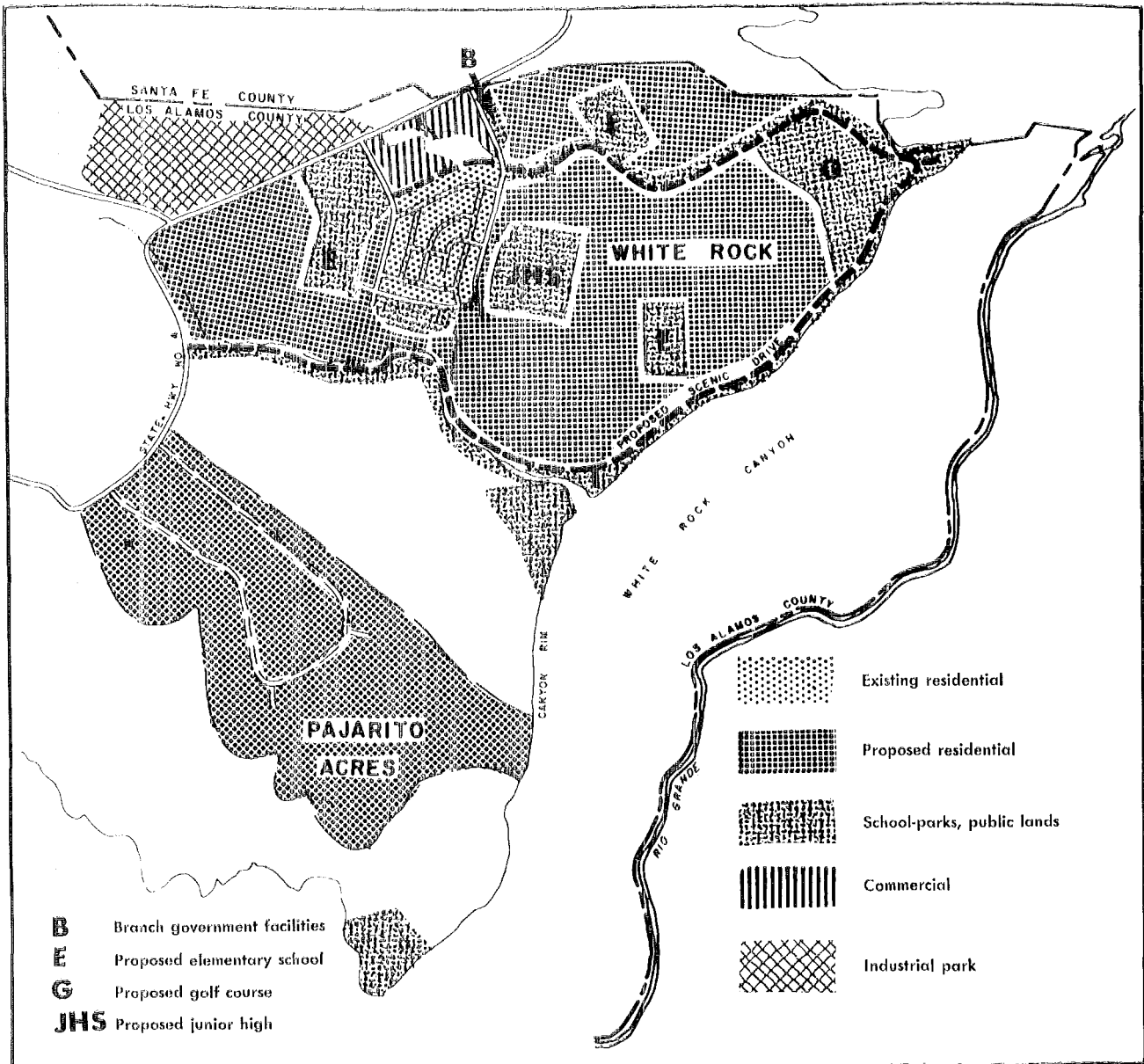
Two sites for the research and development (M-1) classification—one on North Mesa and one across the highway from White Rock—have been proposed on the theory that bringing employment centers to the living areas will ease the rush hour congestion of traffic bound for South Mesa. This proposal, however, has aroused considerable concern in the community, particularly on Barranca Mesa where residents feel a view of such an industrial park would deflate property values there.

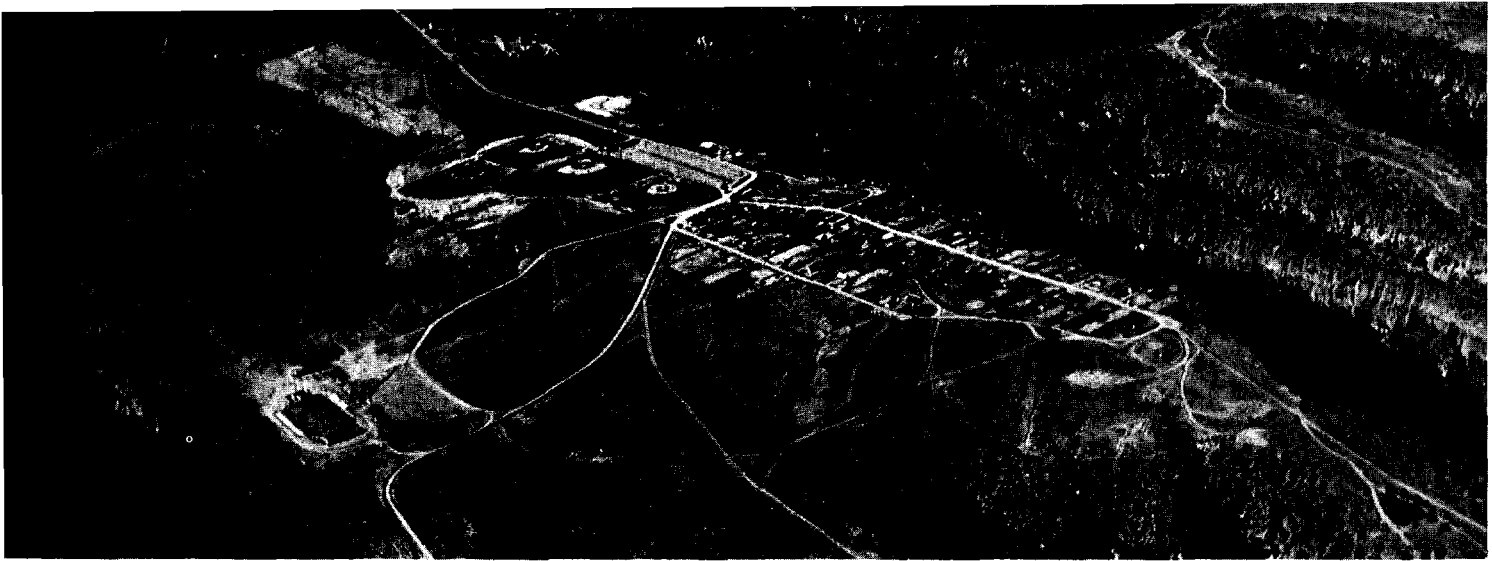
The planners maintain that R&D firms would be strictly regulated by the zoning ordinance, occupying sites with one-story buildings, off-street parking surrounded by a park-like atmosphere. They emphasize there is an increasing tendency for firms not dependent on accessibility of raw materials and cheap labor to seek locations for environment alone and to be designed to be compatible with residential areas.

WHITE ROCK PAJARITO ACRES

The growing White Rock-Pajarito Acres area is expected to have a population of 6500 people by 1985. Plans for

expansion of this area, mentioned throughout this report, are incorporated on the map below:





NORTH MESA

North Mesa, or Horse Mesa as it is sometimes called, spreads eastward from the community wide and flat and obviously an ideal location for major housing expansion for Los Alamos.

But the proposed development of this area was the sorest subject in the entire Comprehensive Plan. The controversy ranged around three major points: the recommended removal of all eight baseball diamonds, relocation of one of the picnic grounds and its replacement by a mobile home subdivision and the designation of a portion of the mesa for an industrial park.

The original recommendation for development of North Mesa called for removal of the ball diamonds to make the area more compatible to housing. In fact, the planners said, unless the ball parks were out of the way, development might never occur. Proponents of the ball fields pointed out that the diamonds already had been relocated at least twice and represented an investment of the community of \$250,000.

Eventually conceding that the lighted ball fields would remain and the others relocated around town, the planners were then faced

with the problem of creating a buffer zone around the ball diamonds to shield the residential sections from the noise, lights, and traffic without wasting land. The result was a high school on the west, which would share the use of the ball diamonds, a shopping center on the south and a research and development park on the north and east.

The idea of an industrial park near and in view of residential sections stirred up some arguments, especially from Barranca Mesa residents who felt the view would reduce property values. The planners pointed out that such firms are frequently located in residential areas and designed to be compatible with the neighborhoods. In addition to research and development work, industrial park sites, according to the zoning ordinance, also may be used as sites for schools or colleges.

The original recommendation called for the relocation of one of the picnic areas, on the north side of the mesa, to make room for development of a mobile home subdivision on the grounds that the site would be attractive, conveniently located to utilities, and shielded from other types of exist-

ing and proposed residential development.

Violent opposition to this idea was voiced. To many the removal of the picnic areas smacked of creeping urbanization that would threaten first one and then another of the community's recreational areas. Any other location, it was also argued, would be too far away and inconvenient. Others frankly objected to the mobile home subdivision itself.

The site finally selected for the mobile home subdivision, south of Cumbres school, is about the same size as the picnic site, separated from other developments and attractive. The greater distance from utilities could cause delay and increase the cost of a mobile home development.

The picnic grounds remain in the original locations forming a park complex which includes Cumbres junior high school, ball diamonds. The research and development park curves around the north and east to complete the buffer zone. An elementary school will be located to the south.

The 120-acre tip of east mesa, known as Kwage Mesa, will be developed for a park and recreation area.

CAPITAL IMPROVEMENTS

the cost of expansion

As a final part of the Comprehensive Plan, the consultants included preliminary cost estimates and recommended priorities for the public improvements they have proposed.

Priorities have been expressed by assigning each improvement to one of five periods, although the consultants admit that appreciable latitude exists in scheduling. The basic approach in the programming has been to obtain title to all required public lands between now and 1967, to initiate a phased development of the government-cultural center to permit construction of the Central Business District loop road, and to construct new roads and schools in accordance with anticipated development programs throughout the community.

The hazardous task of projecting costs without drawings or specifications was complicated by the need to project these costs 20 years into the future. Therefore, to compensate for inflation from one year to another, 1964 estimated costs were expanded by 10% for 1970, by 20% for 1977-78 and by 30% for 1984-85. At best, they are still ball-park estimates.

With these allowances incorporated, the total estimated cost for public improvements between 1964 and 1985 comes to \$20,779,000. Of this the school board will get the largest share, \$10,880,000 and roads and bridges the second largest, \$4,611,000. Public buildings are expected to total \$3,720,000 and development of parks and recreation areas will cost about \$1,568,000.

Costliest year will be 1970 with a total expenditure of \$6,924,000, followed by 1977 with \$5,472,000, 1984-85 with \$4,714,000 and 1967 with \$1,550,000. This year and

next \$2,119,000 will be spent in addition to expenditures on projects already underway.

A breakdown of Daly Company's estimated costs in the four categories follows.

RECREATION

1964-65	
Development Camp May picnic area	\$ 50,000
Develop park adjacent to Pinon elementary school, White Rock	60,000
Develop Los Alamos and Guaje canyon area	75,000
Develop park in conjunction with Barranca elementary school	60,000
1967	
Acquire Pajarito Acres park area	-0-
Acquire additional picnic grounds on North Mesa	-0-
Acquire, develop public lands in Western area	-0-
Acquire public lands along East road from Trinity east	-0-
Acquire Bayo canyon area	-0-
Acquire North Mesa recreation area	-0-
Acquire White Rock golf course site	-0-
Acquire wilderness areas throughout county	-0-
Acquire, develop abandoned sewage disposal plant	-0-
Acquire park site at Canyoncito school	-0-
Acquire scattered play lot sites	-0-
1970-71	
Develop play lots in north community, eastern area	24,000
Develop Urban park as play field	120,000
Develop East Park as play field	100,000
Develop park at White Rock elementary school "B"	60,000
Develop park at North Mesa school	60,000
Develop park at Central school	60,000
1977-78	
Develop Bayo canyon recreation area	80,000
Relocate fair, rodeo grounds	230,000
Develop North Mesa recreation area	120,000
Develop play lots at Barranca, North Mesa	24,000
Develop park at Rendija elementary school "A"	60,000
Develop park at White Rock elementary school "C"	60,000
1984-85	
Develop 9-hole golf course, White Rock	250,000
Develop play lots in Rendija	15,000
Develop park at Rendija school "B"	60,000
TOTALS:	
1964-65	245,000
1970-71	424,000
1977-78	574,000
1984-85	325,000
	\$1,568,000

PUBLIC BUILDINGS

1964-65	
Acquire county building land	—0—
Acquire, remodel Zia maintenance buildings, shops, yards	200,000
Construct new county building	750,000
1967	
Acquire White Rock branch government site	—0—
Acquire branch library site, Diamond and Club road	—0—
Acquire complete government-cultural center	—0—
1970-71	
Construct school ad building	410,000
Construct auditorium	325,000
Construct recreation hall	440,000
Construct branch library, White Rock	225,000
Convert Lodge to museum	160,000
1977-78	
Construct new police building	225,000
Construct branch library at Diamond and Club road	260,000
1984-85	
Construct new main library	725,000
	TOTALS:
1964-65	950,000
1970-71	1,560,000
1977-78	485,000
1984-85	725,000
	\$3,720,000

SCHOOLS

1964-65	
Acquire additional Central school land	—0—
Construct new Central school 1967	924,000
Acquire North Mesa elementary school site	—0—
Acquire White Rock elementary school sites (2)	—0—
Acquire White Rock junior high school site	—0—
Acquire North Mesa senior high school site	—0—
Acquire Rendija elementary school sites	—0—
1970-71	
Construct White Rock school "B"	880,000
Add classrooms to Pinon school, White Rock	396,000
Add classrooms to Barranca elementary	572,000
Construct North Mesa school	1,188,000
Add classrooms to Cumbres school	572,000
Add 4 classrooms to LA high	176,000
Construct North Mesa high	1,056,000
1977-78	
Construct Rendija elementary school "A"	624,000
Construct White Rock elementary school "C"	480,000
Add 11 classrooms to North Mesa high	528,000
Construct White Rock junior high	300,000
1984-85	
Construct Rendija elementary school "B"	1,040,000
Add 6 classrooms to White Rock elementary school "C"	520,000
Add 12 classrooms to North Mesa high	624,000
	TOTALS:
1964-65	924,000
1970-71	4,840,000
1977-78	2,932,000
1984-85	2,184,000
	\$10,880,000

ROADS & BRIDGES

1964-65-66

Diamond Drive traffic control	--0--*
Diamond drive high school overpass	--0--*
Diamond drive widening to 35th	--0--*
Diamond drive widening east of 35th	--0--*
New access road to North Mesa	--0--*

*In progress or programmed by AEC.

1967

Acquire R/W for perimeter road	--0--
Acquire R/W for Bayo canyon road	--0--
Acquire R/W for scenic road along Pajarito and Rio Grande canyons	--0--
Acquire R/W for CBD loop	--0--
Construct southern leg, perimeter road	350,000
Construct northern leg, perimeter road	350,000
Construct Bayo canyon road	850,000

1970-71

Construct CBD loop road	100,000
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1977-78

Construct Pueblo canyon fill road	600,000
Construct Trinity-Canyon cutoff	21,000
Construct scenic drive along Rio	600,000

1984-85

Construct Los Alamos canyon bridge, approach roads	1,400,000
Construct perimeter road east from Arizona to Renjida	440,000

TOTALS:

1964-65	--0--
1967-	1,550,000
1970-71	100,000
1977-78	1,481,000
1984-85	1,480,000
	\$4,611,000

EDWARD GROTHUS
208 ANDANADA
LOS ALAMOS, NEW MEXICO

